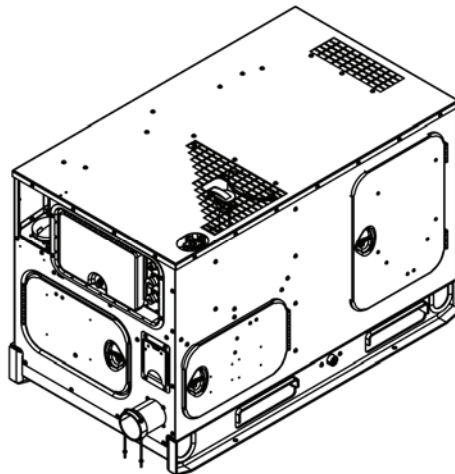


***ARMY TM 9-6115-750-24&P
AIR FORCE TO 35C2-3-532-2
MARINE CORPS TM 11783A/11784A-OI/2
NAVY TM 7610-LL-L1A-0022**

**TECHNICAL MANUAL
FIELD AND SUSTAINMENT MAINTENANCE MANUAL
INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST
FOR
GENERATOR SET, SKID MOUNTED
10KW ADVANCED MEDIUM MOBILE POWER SOURCES
(AMMPS)
MEP-1040, 50/60 Hz
(NSN: 6115-01-561-7455) (EIC: MA3)
MEP-1041, 400 Hz
(NSN: 6115-01-561-7466) (EIC: MA4)**



***SUPERSEDURE NOTICE** — This manual supersedes TM 9-6115-750-24&P, TO 35C2-3-532-2, TM 11783A/11784A-OI/2, AND TM 7610-LL-L1A-0022, dated 1 June 2011. Date of issue for revised manual is: 31 December 2011.

DISTRIBUTION STATEMENT A — Approved for public release; distribution is unlimited.

**HEADQUARTERS, DEPARTMENTS OF THE ARMY,
AIR FORCE, NAVY, AND
HEADQUARTERS, US MARINE CORPS
31 DECEMBER 2011**

PCN 184 117832 00

WARNING SUMMARY

FIRST AID

For First Aid information, refer to Field Manual (FM) 4-25.11.



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5 SAFETY STEPS TO FOLLOW IF SOMEONE IS THE VICTIM OF ELECTRICAL SHOCK:

1

Do not try to pull or grab the individual.

2

If possible, turn off the electrical power.

3

If you cannot turn off the electrical power, pull, push, or lift the person to safety using a dry wooden pole, dry rope, or some other insulating material.

4

Send for help as soon as possible.

5

After the injured person is free of contact with the source of electrical shock, move the person a short distance away. Immediately start artificial respiration if necessary.

The Warning Summary summarizes critical safety and hazardous material warnings that must be understood and applied during operation and maintenance of the Advanced Medium Mobile Power Sources (AMMPS) generator sets.

These warnings are important.

Study and understand all warnings.

These warnings can save your life and the lives of personnel with whom you work.

Some general warnings found in the Warning Summary will not be repeated within the Technical Manual (TM).

Specific warnings will be listed above the task or paragraph to which they apply.

Operation and maintenance of the AMMPS generator set contains many possibilities for injury or death to personnel. Be sure to be familiar with general first aid procedures as referenced in FM 4-25.11, First Aid.

WARNING ICONS

The following icons are used in conjunction with warnings so that you do not miss important information. They are not meant to be a substitute for reading the warnings, but they provide graphic description of the danger.



EAR PROTECTION — Headphones over ears shows that noise level will harm ears.



ELECTRICAL — Electrical wire to arm with electricity symbol running through human body shows that life-threatening shock hazard is present.



ELECTRICAL — Electrical wire to hand with electricity symbol running through hand shows that shock hazard is present.



FLYING PARTICLES — Objects striking person shows that the material presents a danger to life or health.



HEAVY OBJECT — Human figure stooping over heavy object shows physical injury potential from improper lifting technique.



HEAVY PARTS — Heavy object on human figure shows that heavy parts present a danger to life or limb.



HIGH PRESSURE — Human hand being penetrated by high pressure shows system pressures present a danger to life or limb.



HOT AREA — Hand over object radiating heat shows that equipment is hot and can burn.



MOVING PARTS — Human figure with an arm caught between the gears shows that the larger moving parts of the equipment present a danger to life or limb.



MOVING PARTS — Hand with fingers caught between gears shows that the smaller moving parts of the equipment present a danger to life or limb.



SHARP OBJECT — Human hand being punctured shows equipment presents a danger to life or limb.

WARNING DESCRIPTIONS

WARNING



Electrical

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High voltage is produced when this generator set is in operation. Do not contact output cables when operating this generator set. Failure to comply may cause injury or death to personnel.

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that personnel working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

WARNING



Electrical — Continued.

High voltages may be present at the generator terminals when unit is rotating. Tools, equipment, clothing, and your body must be kept clear of rotating parts and electrical connections. Special precautions must be taken during troubleshooting because protective covers and safety devices may be removed or disabled to gain access and perform tests. Use extreme caution. Failure to comply may cause injury or death to personnel by electrocution.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator sets are running. Failure to comply may cause injury or death to personnel.

Dangerously high voltage can exist across Current Transformer (CT) output with engine operating. CT can explode if disconnected from load with engine running. Do not disconnect CT with Alternating Current (AC) generator rotating. Failure to comply may cause injury or death to personnel by electrocution.

Shut down generator sets before performing inspection of load cables. Failure to comply may cause injury or death to personnel by electrocution.

Power is available to the convenience receptacle only when the main contactor is closed. Avoid accidental contact. Electrocution is possible. Failure to comply may cause injury or death to personnel.

Ensure equipment/vehicles being used to jump-start the generator set are not touching. Touching of metal surfaces can cause improper grounding. Do not allow the cable ends to touch each other or any part of the generator set/vehicle/equipment other than the North Atlantic Treaty Organization (NATO) slave receptacle. Failure to comply may cause injury or death to personnel.

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main Direct Current (DC) circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

The right-hand battery negative lead that connects directly to the grounding stud must be disconnected prior to disconnecting or removing batteries. Follow procedural steps in exact order given for removal and installation. Failure to comply may cause injury or death to personnel.

Ensure the frequency of any device powered by the GFCI convenience receptacle matches the frequency of the generator set. Failure to comply can cause serious injury or death to personnel.

WARNING



Heat

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

When operating, winterization heater has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow heater to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Top and some housing panels can get very hot. Allow panels to cool down before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Allow engine to cool from normal operating temperature prior to draining engine oil and removing oil filter. Failure to comply may cause injury or death to personnel.

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

WARNING



Jewelry/Clothing

Metal jewelry can conduct electricity and become entangled in generator set components. Remove all jewelry and do not wear loose clothing when working on equipment. Failure to comply may cause injury or death to personnel.

While inspecting the operation of the generator set, do not inadvertently reach into the generator set. Failure to comply can cause injury or death to personnel.

WARNING



Lifting

Comply with all lifting requirements. Observe the decals on equipment and parts that identify the weight and determine if assistance is needed. Maximum lift is 37 lb (16.8 kg) for one person, 74 lb (33.6 kg) for two persons, and 101 lb (45.8 kg) for three persons. Failure to comply may cause injury or death to personnel.

When lifting the engine, use lifting equipment with minimum lifting capacity of 500 pounds (lb) (227 kilograms (kg)). Do not stand or put arms, legs, or any body part under hoisted load. Do not permit engine to swing while hoisted. Failure to comply may cause injury or death to personnel.

Engine assembly weighs approximately 160 lb (72 kg). Use suitable lifting device with the capacity to lift the weight of the engine assembly. Failure to comply may cause injury or death to personnel.

When lifting generator set, use lifting equipment with minimum lifting capacity of 1000 lb (453.6 kg). Do not stand or put arms, legs, or any body part under hoisted load. Do not permit generator set to swing. Failure to comply may cause injury or death to personnel.

AC generator assembly weighs approximately 252 – 262 lb (114 – 119 kg). Use suitable lifting device with capacity to lift the weight of assembly. Do not stand or put arms, legs, or any body part under hoisted load. Failure to comply may cause injury or death to personnel.

When lifting generator set, use lifting equipment with minimum lifting capacity of 1100 lb (500 kg). Do not stand or put arms, legs, or any body part under hoisted load. Do not permit generator set to swing. Failure to comply may cause injury or death to personnel.

Engine assembly weighs approximately 355 lb (161 kg). Use suitable lifting device with the capacity to lift the weight of the engine assembly. Failure to comply may cause injury or death to personnel.

WARNING



Operating

Starting engine when the unit is partially disassembled is dangerous. Run the engine in this condition only as long as required to test operation. Keep away from unprotected moving engine parts during operation. Failure to comply may cause injury or death to personnel.

WARNING



Sharp Object

Cooling fan has sharp blades. Use caution and wear gloves when removing or installing fan. Failure to comply may cause injury or death to personnel.

HAZARDOUS MATERIALS ICONS



CHEMICAL — Drops of liquid on hand shows that the material will cause burns or irritation to human skin or tissue.



EXPLOSION — Rapidly expanding symbol shows that the material may explode if subjected to high temperatures, source of ignition or high pressure.



EYE PROTECTION — Person with goggles shows that the material will injure the eyes.



FIRE — Flame shows that a material may ignite and cause burns.



POISON — Skull and crossbones shows that a material is poisonous or is a danger to life.



VAPOR — Human figure in a cloud shows that material vapors present a danger to life or health.

HAZARDOUS MATERIALS WARNING DESCRIPTIONS

There is a potential risk that soldiers and other users may be exposed to chemical substances and diesel engine exhaust during the operation, maintenance, and repair of the AMMPS generator sets.

Potential sources of chemical substances include fuels, oils, lubricants, paints, cleaners/solvents, engine coolant fluids, cold start fluid, fire extinguishing agents, battery acid/chemicals, and miscellaneous chemicals used during the setup/operation/maintenance and sustainment throughout the life-cycle of the AMMPS generator sets.

WARNING



This manual describes physical and chemical processes that may require the use of chemicals, solvents, paints, and/or other commercially available material. Users of the manual should obtain the Material Safety Data Sheets (MSDS), Occupational Safety and Health Act (OSHA) Form 20, or the equivalent from the manufacturers or suppliers of materials to be used. Failure to comply with all procedures, recommendations, warnings and cautions for safe use, handling, storage, and disposal of these materials may result in serious injury or death to personnel.

Batteries

Battery acid can cause burns to skin and cause eye injury. Wear safety goggles and chemical gloves and avoid acid splash while working on the batteries. Failure to comply may cause injury or death to personnel.

Batteries give off combustible gas. Do not smoke or use open flame when performing maintenance. Failure to comply may cause injury or death to personnel and damage to equipment.

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

Lifting batteries may cause back strain. Ensure proper lifting techniques are used when lifting batteries. Failure to comply may cause injury or death to personnel.

WARNING



Cleaning

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

Engine cooling system cleaning compound MIL-C-10597 will not be used as a routine maintenance procedure each time antifreeze is added or drained from the cooling system. The compound will be used only when necessary to clean heavily rusted or partially clogged cooling systems. Failure to comply may cause injury or death to personnel.

Engine cleaning compound MIL-C-10597 for cooling systems is designed to clean the interiors of cooling systems, to neutralize residual cleaning acids, and to coat the interiors with a silicate. Failure to comply may cause injury or death to personnel.

WARNING



Exhaust

Exhaust discharge contains deadly gases, including carbon monoxide. Exhaust gases are most dangerous in places with poor ventilation. Do not operate generator set in an enclosed area unless exhaust discharge is properly vented. Failure to comply may cause injury or death to personnel.

Hot exhaust gases can ignite combustible materials. Allow room for safe discharge of hot gases. Failure to comply may cause injury or death to personnel.

Exhaust discharge contains deadly gases, including carbon monoxide. Do not operate generator set in an enclosed area unless exhaust discharge is properly vented. Failure to comply may cause injury or death to personnel.

Exhaust gases are most dangerous in places with poor ventilation. The best defense against exhaust gas poisoning is very good ventilation. To protect yourself and others, always obey the following rules:

Do not run engine indoors unless you have very good ventilation.

Do not idle engine for a long time unless there is very good ventilation.

Be alert at all times. Check for smell of exhaust fumes.

Failure to comply may cause injury or death to personnel.

Exhaust gas poisoning causes dizziness, headache, loss of muscle control, sleepiness, coma, and death. If anyone shows signs of exhaust gas poisoning, get all personnel clear of AMMPS. Make sure they have lots of fresh air. Keep them warm, calm, and inactive. Get medical help. If anyone stops breathing, give artificial respiration. Failure to comply may cause injury or death to personnel.

WARNING



Eye

Flying debris or material may enter eyes or strike the face. Wear appropriate eye/face protection while performing maintenance tasks. Failure to comply may cause injury or death to personnel.

Eye protection is required when working with compressed air. Do not use compressed air to clean skin. Do not aim at personnel. Compressed air can propel particles at high velocity and injure eyes. Failure to comply may cause injury or death to personnel.

WARNING



Fuel

Never inject fuel near a fire source. Atomized fuel is highly combustible. Fuel pressure is high enough to penetrate skin. Ensure that spray from the injector nozzle is directed away from all personnel. Direct contact with spray can cause skin cell destruction and blood poisoning. Skin and eye protection are required when working in contact with fuel. Failure to comply may cause injury or death to personnel and damage to equipment.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Fuels used in the generator set are combustible. When filling the fuel tank, maintain metal-to-metal contact between filler nozzle and fuel tank opening to ESD. Fire and possible explosion may occur. Failure to comply may cause injury or death to personnel.

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash exposed skin and change soaked clothing promptly if exposed to fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Ensure fuel source grounding strap is connected to unit fuel fill grounding stud (fuel fill static ground). When filling the fuel tank, maintain metal-to-metal contact between filler nozzle and fuel tank opening to eliminate Electrostatic Discharge (ESD). Fire and possible explosion can result. Failure to comply may cause injury or death to personnel.

Do not operate generator set if any fuel leaks are present. Fuel is combustible. Always perform PMCS before operation. Failure to comply may cause injury or death to personnel.

Make sure engine control switch is only set to PRIME & RUN during fuel system checks. Failure to comply may cause injury or death to personnel.

WARNING**Fuel — Continued.**

Hot engine surfaces from engine and generator circuitry are possible sources of ignition. When hot refueling during unit operation with DF-1, DF-2, JP5, or JP8, avoid fuel splash and fuel spill. Do not smoke or use open flame when performing refueling. Remember PMCS are still required. Flames and possible explosion may result. Failure to comply may cause injury or death to personnel.

WARNING**High Temperature/Pressure**

Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

WARNING**Noise**

Hearing protection is required during maintenance or repair with engine running. Failure to comply can cause hearing loss.

LIST OF EFFECTIVE PAGES/WORK PACKAGES

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Date of issue for the original manual is:

Original 31 December 2011

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**HEADQUARTERS,
DEPARTMENTS OF THE ARMY, AIR FORCE,
NAVY, AND HEADQUARTERS, US MARINE CORPS
WASHINGTON, D.C., 31 DECEMBER 2011**

**TECHNICAL MANUAL
FIELD AND SUSTAINMENT MAINTENANCE MANUAL
INCLUDING REPAIRS PARTS AND SPECIAL TOOLS LIST
FOR
GENERATOR SET, SKID MOUNTED
10KW ADVANCED MEDIUM MOBILE POWER SOURCES (AMMPS)
MEP-1040, 50/60 Hz,
(NSN: 6115-01-561-7455) (EIC: MA3)
MEP-1041, 400 Hz,
(NSN: 6115-01-561-7466) (EIC: MA4)**

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Reports, as applicable by the requiring Service, should be submitted as follows:

- (a) (A) Army — Mail your letter or DA Form 2028 (Recommended Changes to Publications and Blank Forms) located in the back of this manual, directly to: Commander, U.S. Army CECOM Life Cycle Management Command (LCMC), ATTN: AMSEL-LCL-ECM, Aberdeen Proving Ground, MD 21005-1846. You may also send in your recommended changes via electronic mail or by fax. Our fax number is 443-861-5521, DSN 848-5521. Our e-mail address is MONM-AMSELLEOPUBSCHG@conus.army.mil. Our online web address for entering and submitting DA Form 2028s is <http://edm.apg.army.mil/pubs/2028.html>.
- (b) (MC) Marine Corps — Submit notice of discrepancies or suggested changes on a NAVMC 10772. The NAVMC may be submitted using either of the following:
 - a. The first method of submittal does not require a Common Access Card (CAC) to access the form. Click on URL <http://192.156.19.109/ar/mcefs.nsf>, select the 'By Form Type' button, choose 'NAVMC' then advance several pages to 'NAVMC 10772 R 10-09'. Once the form is completed, click on the mail envelope in the PDF toolbar above the .pdf form, in the pop-up screen select "Send copy" and this will open up an email message and attach the NAVMC as a PDF file, including your information. On the "To" line add: SMB.LOG.Tech.Pubs.fct@usmc.mil and any add any additional information / instructions in the body of the email.
 - b. The <https://pubs.logcom.usmc.mil/fron/htm> URL will allow access to the Albany Publications web site (CAC required) where the form can be filled out and be submitted to the NAVMC web master. Problems or questions regarding the NAVMC 10772 program should be reported by calling DSN 567-7628 or DSN 567-5017 (Commercial number is (229) 639-7628 or (229) 639-5017).
- (c) (N) Navy — By letter directly to Commander, Space and Naval Warfare Systems Command, ATTN: SPAWAR 8122, Washington, DC 20363-5100.
- (d) (F) Air Force — By Air Force AFTO Form 22 (Technical Manual (TM) Change Recommendation and Reply) in accordance with paragraph 6-5, Section VI, TO 00-5-1 directly to prime ALC/MST.

A reply will be furnished to you.

***SUPERSEDURE NOTICE** — This manual supersedes TM 9-6115-750-24&P, TO 35C2-3-532-2, TM 11783A/11784A-OI/2, AND TM 7610-LL-L1A-0022, dated 1 June 2011. Date of issue for revised manual is: 31 December 2011.

DISTRIBUTION STATEMENT A — Approved for public release; distribution is unlimited.

PCN: 184 117832 00

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HOW TO USE THIS MANUAL

This manual contains field and sustainment maintenance instructions with Repair Parts and Special Tools List (RPSTL) for the 10 kW AMMPS skid-mounted generator sets, Mobile Electric Power (MEP)-1040 and MEP-1041.

This field and sustainment maintenance manual is part of a family of manuals which includes an operator's manual (TM 9-6115-750-10), an operator and field maintenance manual with Repair Parts and Special Tools List (RPSTL) for Power Units (PU) and Power Plants (PP) (TM 9-6115-756-13&P), and a National Maintenance Work Requirement (NMWR) maintenance manual (NMWR 9-6115-750).

NOTE

Throughout the family of manuals, generator set directional orientation is described from the point of view of the operator facing the operator's controls looking out over the generator set. From this perspective, the end of the generator set containing the operator's controls will be referred to as the rear of the generator set.

Manual Overview

This field and sustainment maintenance manual provides troubleshooting, PMCS, maintenance, parts information, and supporting information required to maintain and repair the AMMPS 10 kW generator set. Listed below are some of the features included in this TM to help locate and use the provided information.

WORK PACKAGES (WPs)

This TM has been organized using the WP concept. Each chapter contains a series of WPs rather than sections and paragraphs. Each WP is designed to stand alone as a complete information module. If you keep your section(s) of this TM in a loose-leaf binder, you will be able to remove just the WP needed to complete a specific task.

Each WP is numbered using a four-digit number beginning with WP 0001. WPs are numbered sequentially throughout the TM (e.g., WP 0022, WP 0023, etc.). The Table of Contents lists each chapter and WP title, as well as all figures and tables contained within each WP. Figures and tables are numbered sequentially within each WP.

The WP number is located at the top right of each page. It is also located at the bottom of the page with the WP page number included (0001-1 would be page 1 of the General Information WP (WP 0001, General Information)).

Each WP starts on a right-hand page. This is done so you can remove a single WP from the paper TM if needed for a task. Blank pages are assigned a number, but it appears on the preceding or following page. For example, if page 0001-10 of a WP is blank, page 0001-9 will have the number 0001-9/10 blank; or if page 0001-1 of a WP is blank, page 0001-2 will have the number 0001-1 blank/2.

Each task within a maintenance or troubleshooting WP contains step-by-step procedures and will end with the words END OF TASK, and each WP ends with the statement END OF WORK PACKAGE. Think of each WP as a small, stand-alone TM.

References to equipment placarding are printed as they appear on the equipment whenever possible. On-screen text is shown in brackets in the manual (i.e. [Ready to Crank]).

Warnings, Cautions, and Notes Definitions

Warning, caution, and note headings, chapter titles, and paragraph headings are printed in bold type. Multiple warning, caution, or note paragraphs may appear above a procedure, task, or step with one warning, caution, or not heading. Prior to starting a WP, all warnings included in the WP should be reviewed, understood, and followed. Review the materials/parts in the initial setup of the WP for any hazardous materials used during maintenance of the equipment. Then refer to the detailed warnings for hazardous materials in the Warning Summary. Make sure to read all warnings within referenced WP that are required to complete tasks.

WARNING

Warning highlights an essential operating or maintenance procedure, practice, condition, statement, etc., which, if not strictly observed, could result in injury to, or death of, personnel or long-term health hazards.

CAUTION

Caution highlights an essential operating or maintenance procedure, practice, condition, statement, etc., which, if not strictly observed, could result in damage to, or destruction of, equipment or loss of mission effectiveness.

NOTE

Note highlights an essential operating or maintenance procedure, condition, or statement.

TM CONTENT

Front Matter

The front cover of the manual identifies the exact model(s) covered by this manual. Be certain the generator set you are working on is covered by the information in the manual. Additional manuals will be required to provide information on models not covered by this manual.

The List of Effective Pages/Work Packages provides a list of pages/WPs that have been modified from a previous edition of the manual.

The Table of Contents will help you understand the organization of the manual. The overall Table of Contents in the front of the manual directs you to chapters and lists all WPs in the manual with tables and figures identified for each WP. The chapters contain descriptive information, maintenance procedures organized by maintenance level, and supporting data. Each chapter is divided into WPs with titles that describe the information or procedure in the WP. Each chapter contains its own chapter index that lists all the WPs within the chapter to help you find information.

Chapter 1 – General Information, Equipment Description, and Theory of Operation

The General Information WP (WP 0001, General Information) provides general information including characteristics, capabilities, features, and theory of operation for the AMMPS and its major components. It contains a nomenclature cross-reference list, a list of abbreviations and acronyms used in this TM, general information about this manual, and the related forms and records. Instructions are provided for making equipment improvement and recommendations. Coverage includes a reference to the manual that contains instructions on destruction of materiel to prevent enemy use.

The Equipment Description and Data WP (WP 0002, Equipment Description and Data) describes the characteristics, capabilities, and features of the generator set and provides information on location and description of major components.

The Theory of Operation WP (WP 0003, Theory of Operation) provides an overview of the operation of the generator set.

Chapter 2 – Field Maintenance Troubleshooting

The AMMPS generator set provides electronic troubleshooting through the Digital Control System (DCS). If a malfunction occurs or is about to occur to a component monitored by the DCS, a fault or warning code is displayed on the DCS screen at the rear of the generator set. This fault and warning information, along with manual troubleshooting guidelines, provide a comprehensive level of information to identify problems that may occur with the generator set and minimize downtime for repair.

An index organized by system (WP 0004, Troubleshooting Index) linking potential problems to troubleshooting WPs is provided for a quick reference.

The Operational Checkout WP (WP 0005, Operational Checkout) provides procedures to ensure the AMMPS generator set is capable of performing as required and provides corrective action steps to take if it is not.

The warnings and fault codes displayed on the DCS screen are identified in the Warning and Fault Codes WP (WP 0006, Warning and Fault Codes).

WP 0007 through 0013 are used to troubleshoot problems with the major systems of the generator set (engine, electrical system, winterization kit, etc.). See the Table of Contents for specific WP numbers and titles for each system.

Chapter 3 – Field Maintenance Instructions

The service procedures required to be performed when a generator set is first received in the field are described in the Service Upon Receipt WP (WP 0014, Service Upon Receipt).

Every generator set requires some periodic scheduled maintenance. The theory of the scheduled maintenance or PMCS is outlined in Field PMCS Introduction WP (WP 0015, Field PMCS Introduction). A detailed table to guide through the scheduled maintenance tasks is provided by Field PMCS WP (WP 0016, Field PMCS).

Detailed instructions for removal, installation, test, and adjustment of critical components (Line Replaceable Units (LRU)) of the generator set are the subject of WP 0017 through 0088. See the Table of Contents for specific WP numbers and titles for each LRU.

Each field maintenance WP begins with an initial setup table that contains information about the tools and equipment conditions, parts and supplies, reference WPs and manuals, and personnel required to perform each task.

Specific lubrication instructions are found in Lubrication Instructions WP (WP 0089, Lubrication Instructions).

If the design engineers responsible for the AMMPS generator set have specified a critical torque value for tightening fasteners, that value will be stated in the field maintenance WP for the appropriate LRU. Otherwise, information for nominal torque values of common U.S. standard units and metric hardware is provided in the Torque Limits WP (WP 0090, Torque Limits).

Chapter 4 – Sustainment Troubleshooting Procedures

All troubleshooting procedures for the AMMPS generator set will be handled at the field maintenance level.

Chapter 5 – Sustainment Maintenance Instructions

Maintenance tasks not specific to AMMPS generator sets but common to many types of equipment may be listed in the General Maintenance WP (WP 0095, General Maintenance).

Most maintenance tasks required above field maintenance level will be performed at NMWR level. However, detailed instructions for removal, installation, test, and adjustment of some critical components (LRU) of the generator set are the subject of WP 0096 through 0098. See the Table of Contents for specific WP numbers and titles for each LRU.

Large size electrical diagrams and drawings, such as schematics, are found in the Foldout Pages section in Rear Matter.

Chapter 6 – Parts Information

The Repair Parts and Special Tools List (RPSTL) contains parts that support both field and sustainment maintenance. This chapter covers WP 0100 through 0158. The repair parts lists (WP 0101 through WP 0155) itemize all available parts required to maintain and repair the generator set.

Bulk items (WP 0156, Bulk Item), National Stock Numbers (NSNs) (WP 0157, National Stock Number (NSN) Index), and Part Number (P/N) (WP 0158, Part Number Index) indexes also are included in this chapter.

Chapter 7 – Supporting Information

The supporting information chapter provides the Maintenance Allocation Chart (MAC) (WP 0161, Maintenance Allocation Chart (MAC)) that lists the proper level of maintenance where critical tasks are to be performed. The MAC also provides a list of all tools, kits, and test equipment, both special and common, required to maintain the AMMPS 10 kW generator set.

Other WPs found in this chapter list commonly used supplies (WP 0162, Expendable and Durable Items List) and referenced material (WP 0159, References) used throughout this TM.

Rear Matter

Rear Matter includes a Glossary to define terms and phrases which are uncommon and not identified within the manual or within a standard dictionary.

The Department of Army (DA) Form 2028, Recommended Changes to Publications and Blank Forms, is the document to be submitted to correct errors found in the manual or to make recommended changes that will improve the manual.

Large size electrical diagrams and drawings, such as schematics, are located in the Foldout Pages section at the rear of this manual.

Rear Matter also provides a conversion chart between SAE and metric values.

CHAPTER 1

GENERAL INFORMATION, EQUIPMENT DESCRIPTION, AND

THEORY OF OPERATION

FOR

AMMPS 10KW GENERATOR SET

CHAPTER 1

GENERAL INFORMATION, EQUIPMENT DESCRIPTION, AND THEORY OF OPERATION

WORK PACKAGE INDEX

<u>Title</u>	<u>WP Sequence No.</u>
GENERAL INFORMATION.....	0001
EQUIPMENT DESCRIPTION AND DATA.....	0002
THEORY OF OPERATION.....	0003

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
GENERAL INFORMATION

SCOPE

This field and sustainment maintenance including repair parts and special tools list TM contains instructions for troubleshooting and maintaining the AMMPS 10 kW generator set.

Type of Manual

Field and sustainment maintenance including repair parts and special tools list.

Model Number(s) and Equipment Name(s)

AMMPS 10 kW 50/60 and 400 hertz (Hz) generator set, skid mounted (Table 1):

Table 1. Model Number(s) and Equipment Name(s).

MODEL	HERTZ	NSN
MEP-1040	50/60	6115-01-561-7455
MEP-1041	400	6115-01-561-7466

Purpose of Equipment

The AMMPS 10 kW generator set is designed to provide tactical, quiet Alternating Current (AC) power in a combat setting. The generator set is designed for ease of transportation, operation, and maintenance. The Yanmar 3TNV84T-BMCU engine supplied with the AMMPS 10 kW generator set eliminates wet stacking problems.

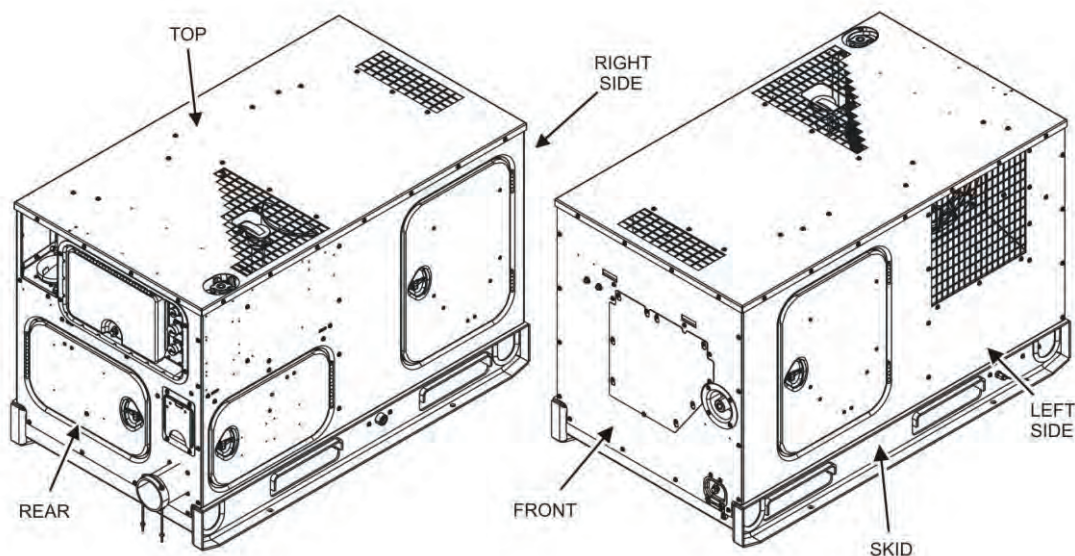


Figure 1. Skid-Mounted 10 kW AMMPS Generator Set.

MAINTENANCE FORMS, RECORDS, AND REPORTS

- (1) (Army). Department of the Army forms and procedures used for equipment maintenance will be those prescribed by (as applicable) DA PAM 750-8, The Army Maintenance Management System (TAMMS) Users Manual; DA PAM 738-751, Functional Users Manual for the Army Maintenance Management System – Aviation (TAMMS-A); or AR 700-138, Army Logistics Readiness and Sustainability.
- (2) (Marine Corps). Maintenance forms and records used by Marine Corps personnel are prescribed by TM 4700-15/1.
- (3) (Air Force). Maintenance forms and records used by Air Force personnel are prescribed in AFI 21-101 and the applicable TO 00-20, Series of Technical Orders.
- (4) (Navy). Navy users should refer to their service peculiar directives to determine applicable maintenance forms and records to be used.

REPORTING EQUIPMENT IMPROVEMENT RECOMMENDATIONS (EIR)

(1) (Army). If your equipment needs improvement, let us know. Send us an EIR. You, the user, are the only one who can tell us what you don't like about your equipment. Let us know why you don't like the design or performance. If you have Internet access, the easiest and fastest way to report problems or suggestions is to follow the instructions and links below:

If you have a user's account, you can submit the PQDR for ALL CECOM (B16) Warranty, EIR, and PQDRs (including those B16 Aviation related) through the Navy's Web Product Quality Deficiency Reporting (PQDR) site, <http://www.nslcptsmh.csd.disa.mil/webpqdr/webpqdr.htm>. If you do not, either go to EZPQDR, <http://www.nslcptsmh.csd.disa.mil/webpqdr/files/ezpqdr.htm> and input your PQDR there, or establish a new account. New accounts can be established at the following address: <http://www.nslcptsmh.csd.disa.mil/accessforms/uarform.htm>.

CECOM (B16) aviation PQDRs will not go to AMCOMs Joint Deficiency Reporting System (JDERS). If AMCOM should get a CECOM aviation PQDR, they will redirect it to the CECOM PQDR Team.

Use the PQDR for Warranties, EIRs, and PQDRs. There is a block on the PQDR that can be clicked if it is a Warranty. The originator can still put in the description that they want this investigated as an EIR and then enter what the issue is.

You may also submit your SF 368 (Product Quality Deficiency Report) via email (MONM-AMSELLEODCSCFO@CONUS.ARMY.MIL), facsimile (732-532-2929), or regular mail (call 732-532-8843 for the current mailing address).

We will send you a reply.

- (2) (Air Force). Air Force personnel are encouraged to submit EIRs IAW Air Force Regulation (AFR) 900-4.
- (3) (Navy). Navy personnel are encouraged to submit EIRs through their local Beneficial Suggestion Program.
- (4) (Marine Corps). QDR shall be reported on SF 368 IAW MCO P4855.10, Product Quality Deficiency Report Manual. Submit to Commanding General, Marine Corps Logistics Base (Code 850), Albany, Georgia 31704-5000. A reply will be furnished to you.

CORROSION PREVENTION AND CONTROL (CPC)

Corrosion Prevention and Control (CPC) of Army materiel is a continuing concern. It is important that any corrosion problems with this item be reported so that the problem can be corrected and improvements can be made to prevent the problem in future items.

Corrosion specifically occurs with metals. It is an electrochemical process that causes the degradation of metals. It is commonly caused by exposure to moisture, acids, bases, or salts. An example is the rusting of iron. Corrosion damage in metals can be seen, depending on the metal, as tarnishing, pitting, fogging, surface residue, and/or cracking.

Plastics, composites, and rubbers can also degrade. Degradation is caused by thermal (heat), oxidation (oxygen), solvation (solvents), or photolytic (light, typically Ultraviolet (UV)) processes. The most common exposures are excessive heat or light. Damage from these processes will appear as cracking, softening, swelling, and/or breaking. SF 368, Product Quality Deficiency Report, should be submitted to the address specified in DA PAM 750-8, The Army Maintenance Management System (TAMMS) Users Manual.

For aircraft TMs, this information shall include a reference to TM 1-1500-344-23, volumes 1 through 4 (Cleaning and Corrosion Control).

OZONE-DEPLETING SUBSTANCES (ODS)

The use of Class 1 Ozone-Depleting Substances (ODS) for new acquisitions has been curtailed by Section 326 of the National Defense Authorization Act of Fiscal Year 1993 (Public Law 102, 484) and related Army policy. ODS are listed in Title VI of the Clean Air Act. For systems procured and fielded prior to the effectiveness of the above law (June 1993) that use a Class 1 ODS, a listing of those substances required to operate and maintain the system shall be included in the TM. This requirement applies to any system procured or fielded after June 1993 that requires the use of Class 1 ODS, where the use of the ODS has been properly documented and waived. The procuring activity will provide a list of Class 1 ODS on request.

DESTRUCTION OF ARMY MATERIEL TO PREVENT ENEMY USE

Destruction of Army electronics materiel to prevent enemy use shall be IAW TM 750-244-2.

Destruction of Air Force materiel to prevent enemy use shall be IAW AFI 33-201.

Destruction of Navy materiel to prevent enemy use shall be IAW Navy direction.

Destruction of Marine Corps materiel to prevent enemy use shall be IAW MC direction.

DEMOLITION OF MARINE CORPS MATERIEL TO PREVENT ENEMY USE

Demolition to Render the Generator Set Inoperative

1. When capture or abandonment of the generator set to an enemy is imminent. The responsible unit commander must make the decision to either destroy or render the equipment inoperative.
2. Based on this decision, orders are issued which cover the desired extent of destruction.
 - a. Operators should be thoroughly familiar with all methods of destruction without referencing any particular manual.
 - b. Demolition of the generator set can be accomplished by explosives, fire, or tools such as a sledge hammer, pick, or ax. Demolition can also be accomplished by misuse.
3. The method used will depend on the time available and the availability of these materials in the vicinity of the generator set.
4. Demolition by mechanical means.
 - a. Use hammer, pick, ax, or any other available tool to destroy vital engine and control parts.
 - b. Control box, fuel injection lines, and the radiator should be smashed, engine and control box wires should be pulled and cut, and any other external engine components (fuel filter, alternator) should be damaged enough to make them inoperable.
5. Demolition by misuse.
 - a. Drain diesel generator crankcase oil.
 - b. Block diesel generator engine air supply ports.
 - c. Start diesel generator engine and allow it to operate until it fails.

- d. Pour sand, dirt, or other available abrasive compound in all exposed surfaces and access ports of the diesel engine and generator.
- e. Drain engine coolant.
6. Demolition by burning. Complete as much mechanical damage as possible, and then saturate unit with flammable fuel and ignite.
7. Demolition by explosives. Place explosive charges in priority order. Refer to Table 2.

Table 2. Demolition Priority Levels.

PRIORITY LEVEL	COMPONENT	EXPLOSIVE CHARGE REQUIRED
1	Generator Engine	1 pound (lb)
2	Control Box	1 lb
3	Generator Housing	1 lb
4	Housing/Structure	2 lb

PREPARATION FOR STORAGE OR SHIPMENT

Administrative storage of equipment issued to and used by Army activities will have Preventive Maintenance Checks and Services (PMCS) performed before storing. When removing the equipment from administrative storage, the PMCS checks should be performed to assure operational readiness.

WARRANTY INFORMATION

1. The AMMPS 10 kW generator set is warranted for 1800 hours (hr) of operation or 36 months, whichever occurs first. The warranty starts on the date the equipment is accepted by the Government as defined on the Date Inspected block and the Date Manufactured block on the generator set data plate. The warranty block on the data plate contains the warranty period (hours/time limit) that the warranty covers. This warranty shall include furnishing of new items to replace any that prove to be nonconforming and/or defect within the warranty period. Such items shall be returned to the contractor's plant without cost to the Government.

The warranty is not an appropriate vehicle for maintaining readiness of AMMPS generator sets. The normal supply system should be used to maintain readiness. Parts provided in response to warranty claims should be used to replenish your supply stocks.

The Contractor, Cummins Power Generation (CPG), guarantees the supplies and parts at the time of acceptance or delivery conform to the design and manufacturing requirements, are free from all defects in materials and workmanship, and conform to all performance requirements delineated in the applicable specifications of the contract. This guarantee will be for 1800 operating hours on each unit, or 36 months, whichever occurs first.

The guarantee shall include furnishing of new items to replace any that prove to be nonconforming and/or defective within the warranty period. Such items shall be furnished without cost to the Government. When repair or replacement requires transportation of the nonconforming or defective items, shipping cost from the line item delivery point (irrespective of the Foreign Operating Base (F.O.B.) point or the point of acceptance) to the Contractor's plant and return shall be at the expense of the Contractor.

2. The Government activity responsible for administrative functions of the warranty program is the Commander, US Army CECOM LCMC, Attn: AMSEL-LC-LEO-DSS-PQ Aberdeen, W15GK8. Call or send message to voice (443) 861-6310 or DSN 848-6310 or (443) 861-6313 or DSN 848-6313; FAX (443) 861-6356 or (443) 861-6356. Email: AMSEL-LC-LEO-D-CSCFO@conus.army.mil. The following paragraphs describe the responsibilities of each Government activity.

- a. Failure to follow published maintenance procedures at the maintenance levels specified in the appropriate technical manual could result in a warranty claim being declared invalid. The following maintenance requirements must be performed: Preventive Maintenance Checks and Services (PMCS). All PMCS requirements are contained in the Operator's Manual (TM 9-6115-750-10) and the Field and Sustainment Maintenance Manual (TM 9-6115-750-24&P). Corrective maintenance for the equipment is given in TM 9-6115-750-24&P based upon the approved Maintenance Allocation Chart (MAC). Any deviation from the normal maintenance and repair procedures is not authorized.
 - b. The owning unit is responsible for operating and maintaining the generator sets in accordance with the technical manuals. All PMCS and lubrication order requirements must be met. In addition, all operating procedures will be strictly followed while observing all warnings, cautions, and notes. Upon experiencing a warranty-related failure, the owning unit shall prepare the required documentation.
 - c. Warranty Control Office Responsibilities. CECOM Warranty Control Office (WARCO) will handle all warranty claims generated by field units with exception of FMS customers. WARCO will determine whether or not each claim is a candidate for warranty consideration. The Government will initiate Warranty Claim Actions (WCA) for warranty items and Quality Deficiency Reports (QDR) for systematic failures in accordance with DA PAM 750-8 and this Technical Bulletin. CECOM WARCO will coordinate warranty claims with CECOM Contracting Officer as appropriate. FMS customers will administer their own WCA and QDRs.
 - d. Army Oil Analysis Program (AOAP). There are no warranty components of the generator set enrolled in the AOAP.
 - e. Alteration/Modifications. Alterations and modifications shall not be made unless expressly authorized or directed by: PM-MEP.
3. Nullification. The following examples of actions which will nullify the warranty are examples only and are not inclusive and do not alter the terms of the contract warranty provisions.
 - a. Any maintenance/repair procedure, improper use or operation, abuse, improper environmental exposure, and installation methods which are outside of the published guidelines and procedures contained in the technical manuals can be cause for nullifying a warranty claim.
 - b. In addition, the following actions will be cause for nullification of the warranty:
 - (1) Subsequent damage to components as a result of continued use after a component malfunction.
 - (2) Damage caused by combat conditions or acts of war.
 - (3) Operation of the unit with the BATTLESHORT switch on.
 - (4) Operation of the unit in an environment beyond that specified in the Operator's Technical Manual (TM 9-6115-750-10).
 - (5) Installation of equipment not in accordance with the technical manuals.
 - (6) Any abuse such as improper use, repair, or handling of warranted items.
 - (7) Any damage caused by (1) acts of God or the public enemy, (2) acts of the Government in either its sovereign or contractual capacity, (3) fires, (4) floods, or (5) unusually severe weather beyond the performance specifications.
 - (8) Use of improper or contaminated fuels, coolants, or lubricants.
 - c. Abuse Determination. In cases where generator set abuse is suspected (i.e., not obvious), the CECOM WARCO or Prime Contractor shall initiate an inquiry into the circumstances leading up to the generator set failure. This warranty is void for any generator set for which abuse is determined. The generator set may be returned to a functional condition by performing the necessary repair procedures in TM 9-6115-750-24&P.
4. Claim Procedures. The following procedures provide instructions for processing warranty claims (refer to DA PAM 750-8).

- a. Identification of Failed Items. Generator set components that experience a warranty failure shall be tagged/identified to prevent improper repair or use. Tag the generator set component with an Exchange Tag, DA Form 2402 and complete the SF 368 form (refer to DA PAM 750-8). There are no items requiring special handling, storage, or shipment during the processing or warranty claims. Warranty claims can be electronically submitted through the NAVSEA (Naval Sea Systems Command (NAVSEA)) website under Submit Quality Deficiency Reports. The Website is located at <http://www.nslcptsmh.csd.disa.mil/>.
- b. Disposition. Upon notification by CECOM WARCO that the item is to be returned to the Contractor, the using activity will package and return in accordance with the disposition instructions provided by the CECOM WARCO. A copy of the Product Quality Deficiency Report, SF 368 (refer to DA PAM 750-8) will be forwarded with the failed item.

The using activity will also visually inspect the repaired part for evidence of physical damage incurred during shipping. No item testing will be required to ensure that the component was repaired properly. The Contractor assumes all responsibility for testing after repair.
- c. Reimbursement for Army Repair. Reimbursement for Army repair is not authorized by this warranty.
- d. Claim Denials/Disputes. Claim denials or disputes will be coordinated through the Contractor Warranty Administrator and the CECOM WARCO.
- e. Reporting. Reporting or recording action on a failed item shall be as specified in DA PAM 750-8. Contractor unique forms shall not be used.

NOMENCLATURE CROSS-REFERENCE LIST

Shortened nomenclature is used in this manual to make procedures easier to read. A cross-reference between the shortened, common name used in this manual and the official nomenclature is provided.

Common Name	Official Nomenclature
10 kW Genset	10 kW Generator Set
24 VDC Electrical System	Engine Electrical System
24-VDC Electrical System	DC Electrical System
AC Generator	AC Generator Assembly
Coolant Heater	Winterization Kit
Cylinder Head	Cylinder Head Assembly
DCS	Control Box Assembly
DCS	Control Box
DCS Mounting Bracket	Control Box Frame
DCS Mounting Bracket	Control Box Side Panels
DCS Mounting Bracket	Control Box Tray
DCS Wiring Harness	Control Box Wiring Harness
Dipstick	Oil-Level Bayonet Gage
Doors	Access Doors
Engine Block	Short Block
Engine Block	Main Bearing Case Assembly
Engine Block Assembly	Short Block Assembly
Engine Block Assembly	Crankcase Assembly
Flywheel	Flywheel Assembly
Front Body Panel	Front Housing Section
Fuel Injection System	Engine Fuel System
Gear Case	Gear Case Assembly
Housing	Housing Assembly
Oil Drain Hose Assembly	Oil Drain Assembly
Operator Control Panel	Main Control Panel
Output Box Assembly	Output Box
Output Box Harness	Output Box Harness and Cables
Output Terminal Board	Output Load Terminal Board

Common Name	Official Nomenclature
Rear Body Panel	Rear Housing Section
Rectifier	Rectifier Assembly
Speed Governor	Governor System
Starter	Starter Assembly
Top Body Panel	Top Housing Section
Unit Skid	Skid Assembly

LIST OF ABBREVIATIONS/ACRONYMS

Acronyms and abbreviations used in this TM are provided and defined below.

Abbreviation/Acronym	Definition
-	Negative
%	Percent
+	Positive
±	Plus or minus
°	Degree
°C	Degree Celsius
°F	Degree Fahrenheit
Ω	Ohm
mΩ	Megohm
A	Army
AAL	Additional Authorization List
AC	Alternating Current
ADC	Amperes Direct Current
AF	Air Force
AFI	Air Force Instruction
AFR	Air Force Regulation
AFTO	Air Force Technical Order
AGM	Absorbed Glass Mat
AH	Ampere Hours
AMMPS	Advanced Medium Mobile Power Sources
Amp	Ampere
AM – VM	Ampere Meter — Voltage Meter
AOAP	Army Oil Analysis Program
AR	Army Regulation
Aux	Auxiliary
AUX CONTACT	Auxiliary Contact
AVR	Automatic Voltage Regulation
BII	Basic Issue Items
BOI	Basis of Issue
C	Crew (level of maintenance)
CAGEC	Commercial and Government Entity Code
CARC	Chemical Agent Resistant Coating
CB	Circuit Breaker
CBRN	Chemical, Biological, Radiological, and Nuclear
CECOM LCMC	Communications-Electronics Command Life Cycle Management Command
cm	Centimeter
cm ³	Cubic Centimeters
CPC	Corrosion Prevention and Control
CPG	Cummins Power Generation

Abbreviation/Acronym	Definition
CSV	Comma-Separated Values
CT	Current Transformer
CTA	Common Table of Allowances
CTL	Control
D	Depot (level of maintenance)
DA	Department of the Army
DC	Direct Current
DCS	Digital Control System
DD	Department Of Defense (forms only)
DF	Diesel Fuel
DI	Direct Injection
DoD	Department of Defense
DS2	Decontamination Solution number 2
E	Empty
ea.	Each
ECP	Engineering Change Proposal
EIR	Equipment Improvement Recommendation
e-mail	Electronic mail
EMP	Electromagnetic Pulse
ESC	Equipment Service Criteria
ESD	Electrostatic Discharge
E-Stop	Emergency Stop
F	Field (level of maintenance)
F	Full
FGC	Functional Group Code
Fig.	Figure
FM	Field Manual
F.O.B.	Foreign Operating Base
ft	Foot
ft/lb	Foot-pound
gal	Gallon
Genset	Generator Set
GFCI	Ground Fault Circuit Interrupter
GFI	Ground Fault Interrupter
Glw plug	Glow Plug
GMTK	General Mechanic's Toolkit
GND	Ground
Gov	Governor
GPH	Gallon Per Hour
H	Below Depot (level of maintenance)
hr	Hour
Hz	Hertz
IAW	In Accordance With
IBM	International Business Machine
ID	Identification
in	Inch
in/lb	Inch-pound
in ³	Cubic inches

Abbreviation/Acronym	Definition
IUID	Individual Unit Identification
JDRS	Joint Deficiency Reporting System
JP	Jet Propulsion Fuel
kg	Kilogram
kgf/cm ²	Kilogram of force per square centimeter
kPa	KiloPascal
kVAR	Kilovolt-Ampere Reactive
kW	Kilowatt
L	Liter
lb	Pound
LCD	Liquid Crystal Display
L/Hr	Liters Per Hour
L-L	Line-To-Line
L-N	Line-To-Neutral
LRU	Line Replaceable Unit
m	Meter
mA	MilliAmpere
MAC	Maintenance Allocation Chart
MC	Marine Corps
MCO	Marine Corps Order
MEP	Mobile Electric Power
MG	Mobile Generator
min	Minute
mL	Milliliter
mm	Millimeter
ms	Millisecond
MPa	MegaPascals
MSD	Maintenance Support Device
MSDS	Material Safety Data Sheets
MTOE	Modified Table of Organization and Equipment
MWO	Modification Work Order
N/A	Not Applicable
N	Navy
N	Neutral
NATO	North Atlantic Treaty Organization
NAVSEA	Naval Sea Systems Command
NBC	Nuclear Biological Chemical
NEMA	National Electrical Manufacturers Association
NHA	Next Higher Assembly
NIIN	National Item Identification Number
Nm	Newton meter
NMWR	National Maintenance Work Requirement
No.	Number
NSN	National Stock Number
ODS	Ozone-Depleting Substances
OEM	Original Equipment Manufacturer
OOR	Out Of Range
OSHA	Occupational Safety and Health Act

Abbreviation/Acronym	Definition
oz	Ounce
PAM	Pamphlet
PC	Personal Computer
PDA	Personal Data Assistant
PMG	Permanent Magnet Generator
PMCS	Preventive Maintenance Checks and Services
P/N	Part Number
PP	Power Plant
PQDR	Product Quality Deficiency Report
Press	Pressure
psi	Pounds per square inch
PU	Power Unit
PWM	Pulse Width Modulated
QDR	Quality Deficiency Report
qt	Quart
Qty	Quantity
Qty. Recm.	Quantity Recommended
Qty. Rqr.	Quantity Required
RP	Relay Panel
rpm	Revolutions per minute
RPSTL	Repair Parts and Special Tools List
RTC	Real Time Clock
SAE	Society of Automotive Engineers
sec	Second
SF	Standard Form
SMR	Source, Maintenance, and Recoverability
SOP	Standard Operating Procedure
SRA	Specialized Repair Activity
STB	Super-Tropical Bleach
TAMMS	The Army Maintenance Management System
TAMMS-A	The Army Maintenance Management System — Aviation
TBD	To Be Determined
TDA	Tactical Decision Aid
TDC	Top Dead Center
TDR	Transportation Discrepancy Report
Temp	Temperature
TM	Technical Manual
TO	Technical Order
TMDE	Test, Measurement, and Diagnostic Equipment
U/I	Unit of Issue
UOC	Usable On Code
USB	Universal Serial Bus
UUT	Unit Under Test
UV	Ultraviolet
V	Volt
VAC	Volts Alternating Current
VDC	Volts direct current

Abbreviation/Acronym	Definition
WARCO	Warranty Control Office
WP	Work Package
Wtr	Winterization

QUALITY OF MATERIAL

Material used for replacement, repair, or modification must meet the requirements of this AMMPS 10 kW generator set field and sustainment maintenance manual. If quality of material requirements are not stated in this field and sustainment maintenance manual, the material must meet the requirements of the drawings, standards, specifications, or approved Engineering Change Proposals (ECP) applicable to the subject equipment.

SAFETY, CARE, AND HANDLING

ESD. The AMMPS 10 kW generator set contains no radioactive components or parts or radioactive material requiring special handling or consideration. The AMMPS 10 kW generator set DCS contains printed circuit boards and control cards requiring special handling to protect them from ESD when being serviced. The operator does not need to use special handling for operation of the AMMPS 10 kW generator set.

This manual describes physical and chemical processes that may require the use of chemicals, solvents, paints, or other commercially-available materials. Users of the TM should obtain the Material Safety Data Sheets (MSDS) (OSHA Form 20 or equivalent) from the manufacturers or suppliers of materials to be used. Users must be completely familiar with manufacturer/supplier information and adhere to their procedures, recommendations, warnings, and cautions for safe use, handling, storage, and disposal of these materials.

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
EQUIPMENT DESCRIPTION AND DATA

EQUIPMENT CHARACTERISTICS, CAPABILITIES, AND FEATURES

The AMMPS 10 kW generator set (Figure 1) is a fully-enclosed, self-contained, skid-mounted mobile unit. The generator set consists of six major assemblies: engine assembly, internal fuel assembly, external fuel assembly (not shown), AC generator assembly, Digital Control System (DCS), and output box assembly. An optional winterization kit is available for installation in cold weather climates.

The AMMPS 10 kW generator set is designed to accommodate the continuing proliferation of electronics (computers, Personal Data Assistants (PDA), etc.), life support systems, and global communications necessary in today's battlefield that require a continuous, uninterrupted flow of electricity to accommodate all tactical situations.

LOCATION AND DESCRIPTION OF MAJOR COMPONENTS

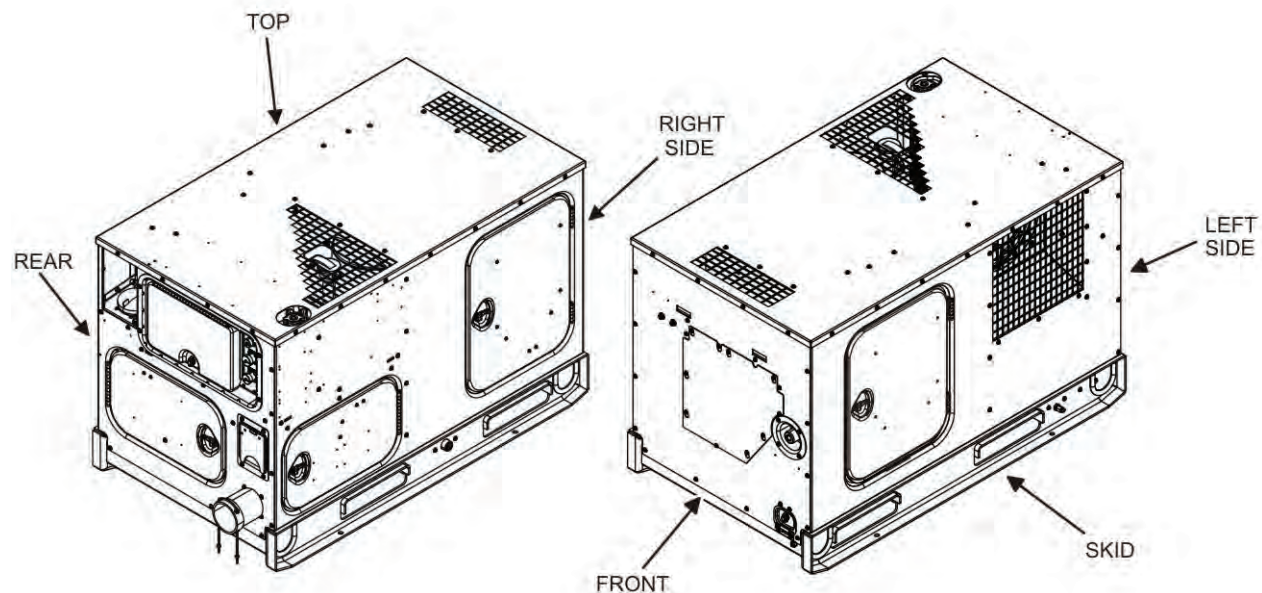


Figure 1. AMMPS 10 kW Generator Set with Doors Closed.

HOUSING

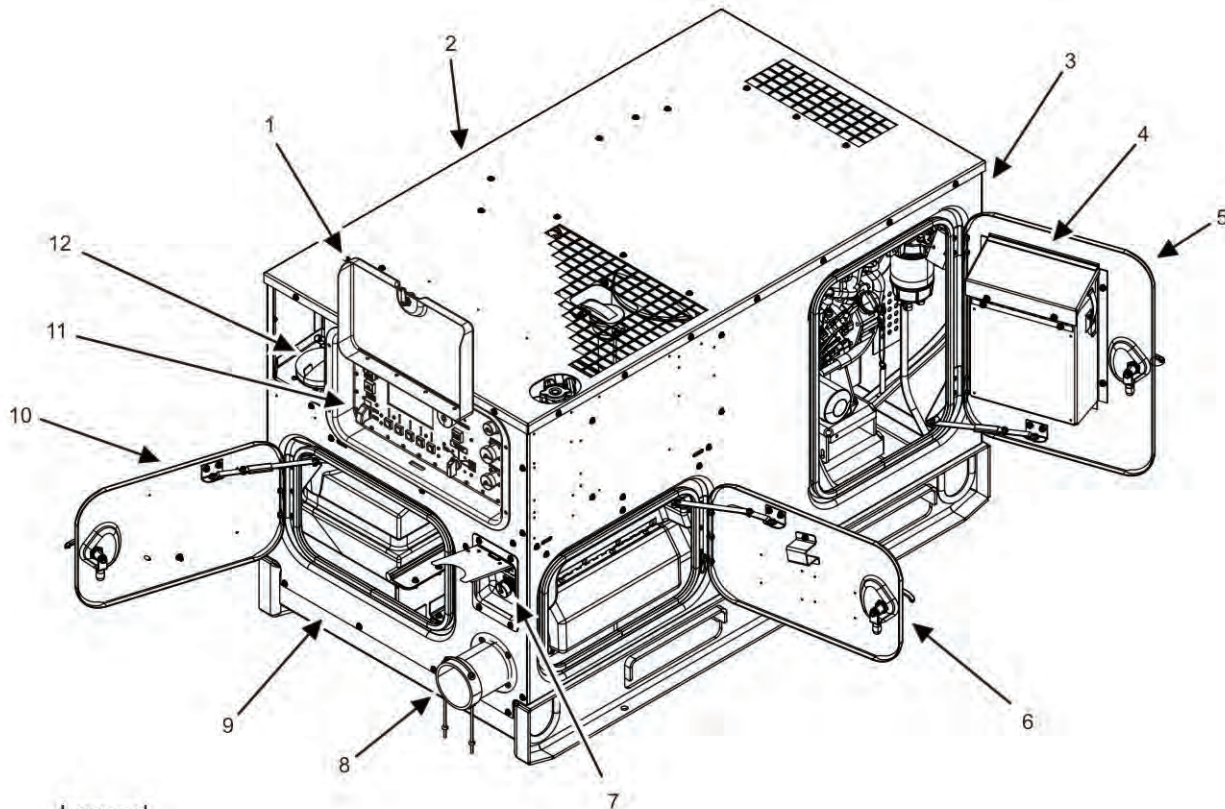
An aluminum housing consisting of several individual body panels encloses the AMMPS 10 kW generator set and protects it from the environment. The housing provides acoustical protection, entry access to generator set assemblies, control of air flow over internal surfaces, and mounting for generator set components.

The aluminum housing is durable enough so that no damage should occur within normal usage. The housing design prevents the invasion of wind-driven rain, snow, and sand to the interior of the units through the design and placement of the louver and a rain cap. The Chemical Agent Resistant Coating (CARC) paint, polyurethane coating on circuit boards, sealed connectors, and immersion-proof fan motor housing provide additional protection against moisture and condensation damage.

Self-supporting hinged doors allow easy interior access for scheduled service and preventive maintenance. Individual body panels are removable to allow additional access for replacement of major components.

Body Panels

All body panels are connected using corrosion-resistant captive nuts. All seals are interference fit to the housing panels.



Legend

- | | |
|---|--|
| 1. Digital Control System (DCS) Access Door | 7. Convenience Receptacle Access Cover |
| 2. Top Body Panel | 8. Lead Cables Entrance Sleeve |
| 3. Right-Side Body Panel | 9. Rear Body Panel |
| 4. Accessory Box | 10. Rear Access Door |
| 5. Right-Side Access Door | 11. DCS |
| 6. Output Box Door | 12. Fuel Fill Assembly |

Figure 2. Rear and Right-Side View With Doors Open.

Top Body Panel (Figure 2, Item 2). The top body panel shields components from the elements.

Rear Body Panel (Figure 2, Item 9). The rear body panel is located at the rear of the generator set and contains the DCS access door (Figure 2, Item 1), DCS (Figure 2, Item 11), rear access door (Figure 2, Item 10), convenience receptacle (Figure 2, Item 7), entrance for load cables (Figure 2, Item 8), and fuel fill (Figure 2, Item 12).

Right-Side Body Panel (Figure 2, Item 3). The right-side body panel is located on the right side of the generator set and contains the right-side access door (Figure 2, Item 5) and output box door (Figure 2, Item 6).

Storage Box (Figure 2, Item 4). An accessory box, stenciled Storage Box, has been installed inside of the right-side access door (Figure 2, Item 5) to provide space for the paralleling cables, grounding rod connecting hardware, and auxiliary fuel line.

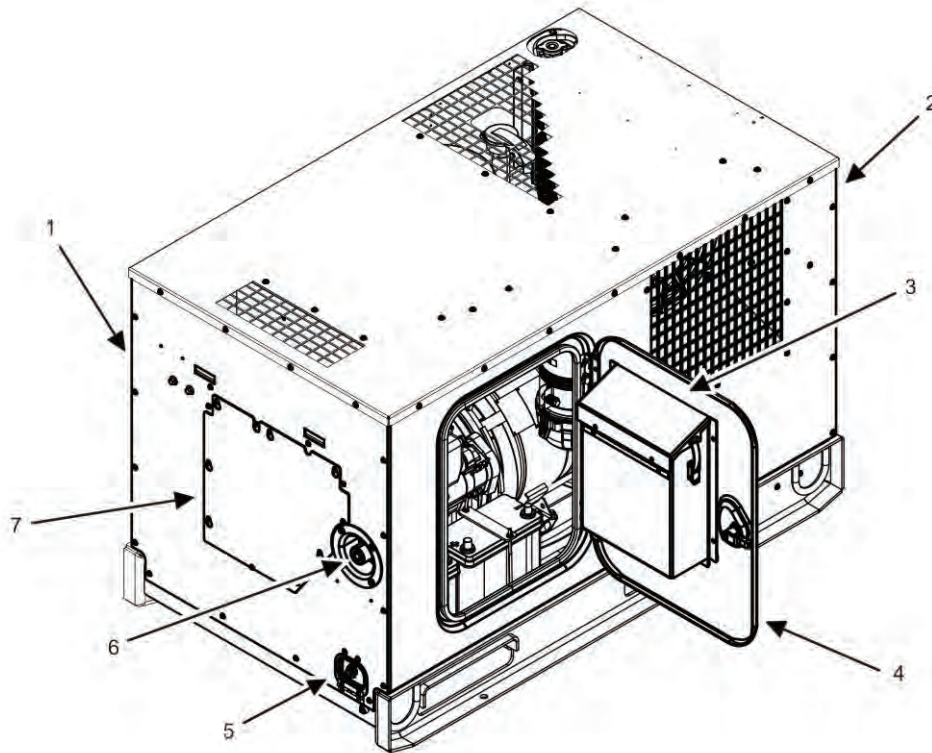


Figure 3. Front and Left-Side View With Door Open.

Front Body Panel (Figure 3, Item 1). The front body panel is located at the front of the generator set and contains the NATO slave receptacle (Figure 3, Item 6), the grounding rod storage access door (Figure 3, Item 5), and the access panel (Figure 3, Item 7).

Left-Side Body Panel (Figure 3, Item 2). The left-side body panel is located on the left side of the generator set and contains the left-side access door (Figure 3, Item 4).

Document Box (Figure 3, Item 3). An accessory box, stenciled Document Box, has been installed inside of the left-side access door (Figure 3, Item 4) to provide space for the TM.

Identification (ID) Plates. Identification (ID) plates and placards for system safety and operation are attached to the housing. See TM 9-6115-750-10 for the placement and contents of the identification and safety placards.

DCS (Figure 2, Item 11)

The DCS is a microprocessor-based control that allows the operator and maintainer to: start/stop the generator set and regulate fuel source using the engine control switch; stop the generator set in emergencies with the EMERGENCY STOP switch; operate the contactor using the AC CIRCUIT INTERRUPT switch; adjust voltage, frequency, gain, panel lights, and other settings using the adjustment screens with the soft keys; clear/reset generator faults using the FAULT RESET control; operate in parallel with other generator sets using the UNIT PARALLEL switch; and perform other necessary functions to provide output power.

The control unit is powered by the generator set 24 VDC system. The controls are fully functional after approximately 4 seconds (sec) (boot-up time). Once the generator set model, frequency, and voltage configurations are determined by the DCS programming, the control automatically adjusts the display value limits, menus, and operational parameters accordingly, reducing potential operator error.

The AMMPS 10 kW generator sets provide limited remote operation capabilities through interface with an International Business Machine (IBM)-compatible Personal Computer (PC). The operational status of the generator set can be monitored, battle short conditions can be set and released, and emergency stop can be executed from up to a 250-foot (ft) (76.2-meters (m)) distance. Loss of signal between the remote monitoring site and the generator set does not adversely affect the generator set operation.

The DCS display is a colored Liquid Crystal Display (LCD) with a 6.5-inch (in) (165.1-millimeter (mm)) diagonal viewing area. It provides a combination of switches and LCD soft keys to allow the operator and maintainer to control the generator set.

SKID ASSEMBLY

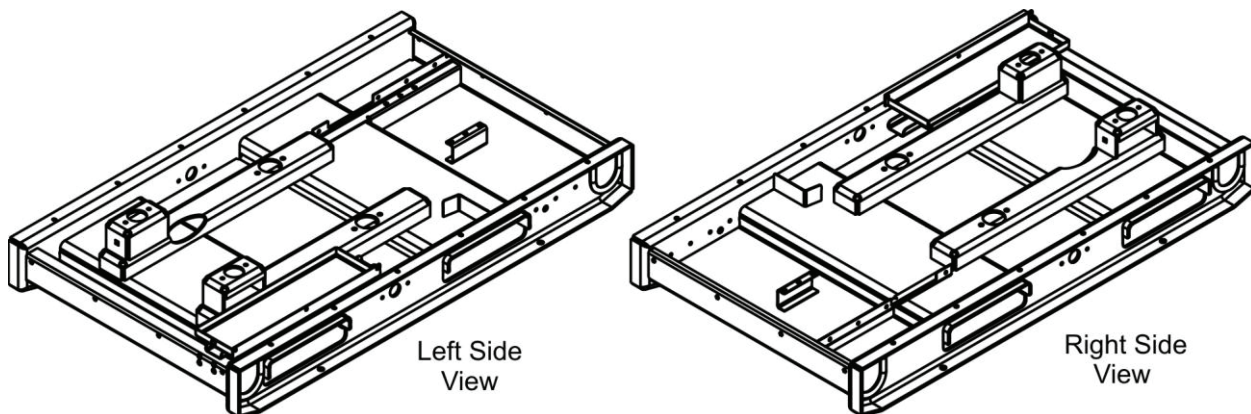


Figure 4. Skid.

The housing sits on an aluminum skid (Figure 4) that extends beyond the housing walls by approximately 0.39 in (10 mm). The engine and AC generator are directly mounted to the skid with the focus toward the roll inertia axis. This improves vibration isolation. The skid is equipped with forklift pockets for transportation capability. The skid base has drains located between the fork lift pockets on each side for draining liquids from the generator set.

ENGINE ASSEMBLY

The AMMPS 10 kW generator set uses a Yanmar 3TNV84T-BMCU diesel engine. The vertical, water-cooled, four-cycle Direct Injection (DI) diesel engine utilizes a three-cylinder, turbocharged process. It consists of the cylinder head assembly and valve cover, crankcase assembly, pistons, main bearing case, and lubrication system. It is mounted to the skid toward the front body panel of the generator set. See Figure 5 and Figure 6 for a breakdown of major engine components.

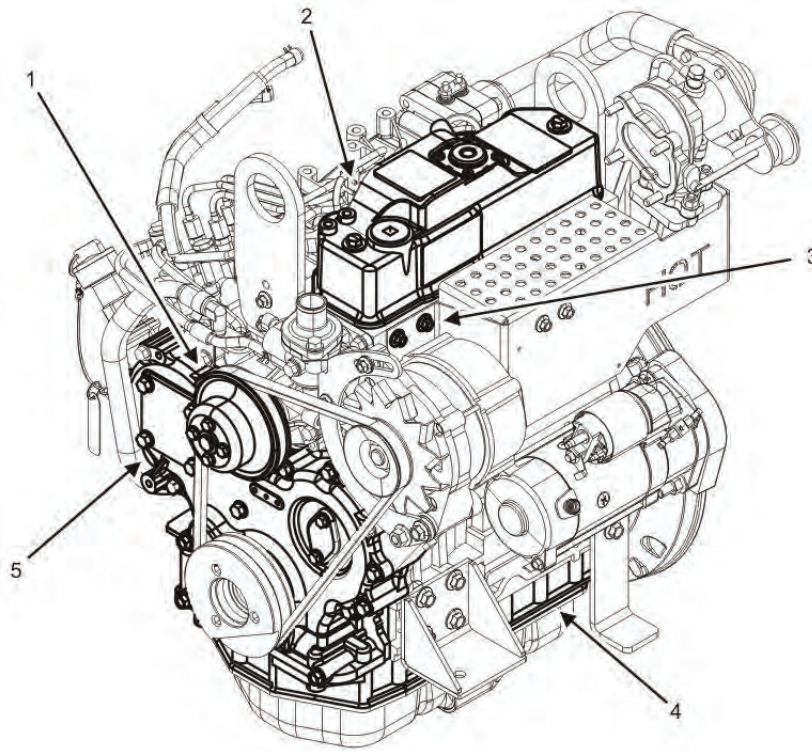


Figure 5. Engine Components — Left-Side.

Major Engine Components/Assemblies

Major engine components/assemblies include: cylinder head and valve cover assembly, block assembly, lubrication system, gear case assembly, flywheel assembly, fuel injection system, cooling system, DC electrical system, and air intake with turbocharger and exhaust system, which also drives the turbocharger.

Cylinder Head Assembly (Figure 5, Item 3) and Valve Cover (Figure 5, Item 2). The cylinder head assembly (Figure 5, Item 3) is located on the top of the block assembly (Figure 5, Item 4) and seals the upper ends of the cylinders to provide compression, protects the portion of the engine where combustion takes place, and houses the valve assembly. The valve cover is located on top of the cylinder head assembly and protects the valve assembly from contamination.

Block Assembly (Figure 5, Item 4). The block assembly houses the connecting rods, crankshaft, pistons, camshaft, and bearings.

Gear Case Assembly (Figure 5, Item 5). The gear case assembly is located on the front of the engine and protects the oil pump, fuel pump, and camshaft drive gears from contamination and damage.

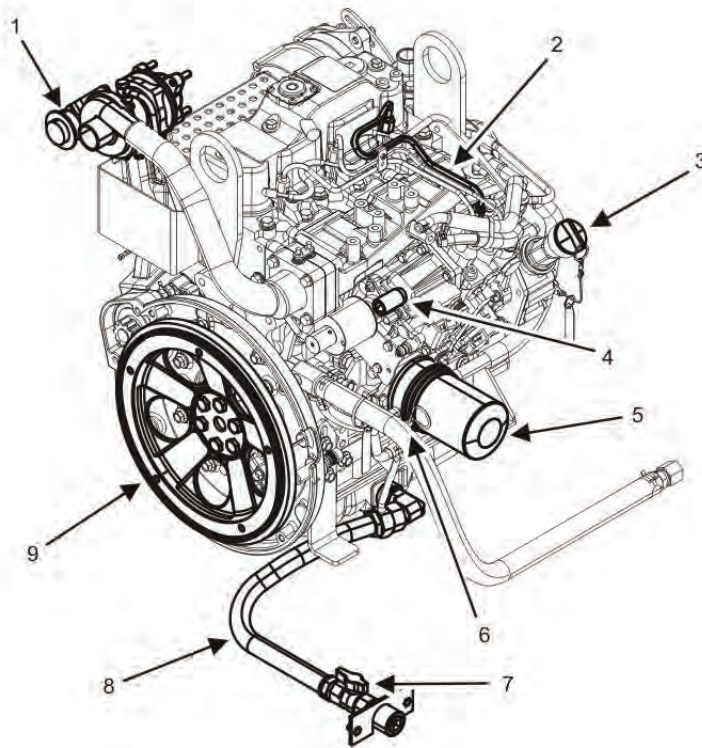


Figure 6. Engine Components — Right-Side.

Lubrication System. The AMMPS 10 kW generator set lubrication system is compatible with MIL-PRF-21260E preservative oil. The lubricating oil conforms to MIL-PRF-46167C and MIL-PRF-2104H.

Operators can safely check and add oil to the lubricating system while the generator set is operating or in the off condition. The lubrication system includes an oil-filler opening with captive cap (Figure 6, Item 3) to permit oil-filling from a standard 8-quart (qt) capacity can and a readily-accessible, oil-level bayonet gage (dipstick) (not shown, obscured in this illustration) which is located below the fuel injection pump (Figure 6, Item 4). The dipstick is marked to ensure accurate reading of oil levels. See WP 0065, Service Lubrication System for more information.

Oil Filter (Figure 6, Item 5). The oil filter is located at a midpoint on the intake side of the block assembly. It removes impurities from the engine lubricating oil by utilizing a full-flow, spin-on disposable oil filter cartridge.

Oil Cooler (Figure 6, Item 6). The oil cooler is an adapter located at the base of the oil filter. Coolant from the cooling system is circulated through the adapter and then returned to the coolant pump inlet. The oil cooler helps to keep the engine cool.

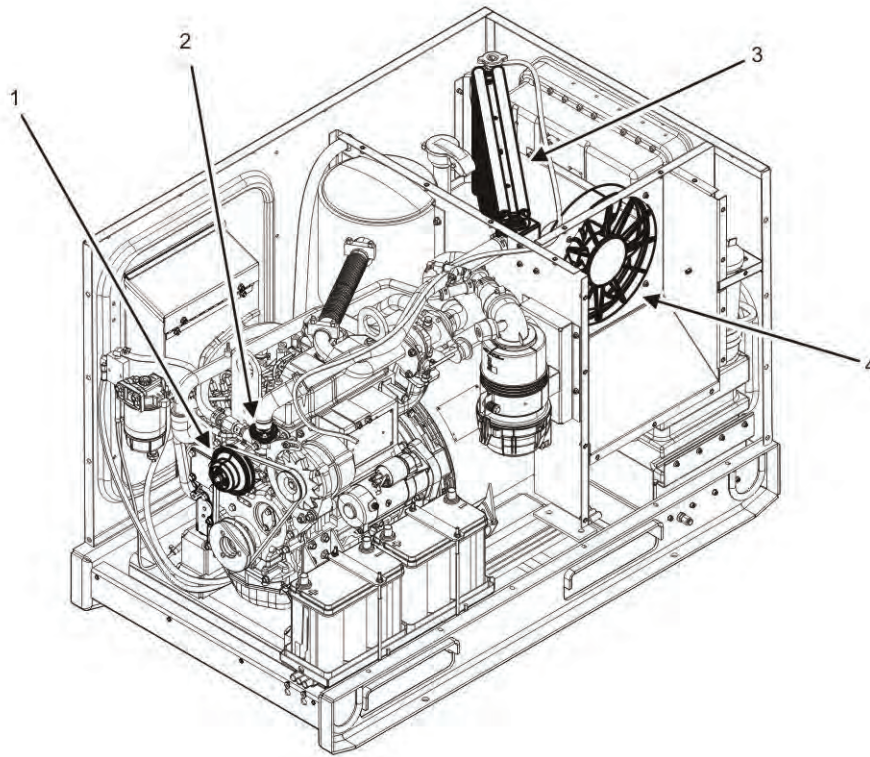


Figure 7. Cooling System Components — Left-Side.

Oil Drain Assembly (Figure 6, Item 8). The oil drain assembly is located between the oil pan and the unit skid. It allows the oil to be easily drained into a remote catch basin using a ball valve (Figure 6, Item 7).

Fuel Injection System. Once fuel has passed through the fuel filter/water separator (Figure 10, Item 4), the fuel passes through the fuel injection pump (Figure 6, Item 4). The fuel injection pump divides equal amounts of fuel for each of the engine's three cylinders. The fuel then passes through the injector lines to the fuel injector (Figure 6, Item 2) in each cylinder. The three fuel injectors spray the fuel at high pressure into the cylinder where it is burned.

Flywheel (Figure 6, Item 9). The flywheel connects the engine to the AC generator to transmit rotational mechanical energy for the generation of electricity.

Unit Cooling System

Cooling Fan (Figure 7, Item 4). The cooling fan allows the generator set to operate in all required operational environments. The 16-in, variable-speed, 24 VDC cooling fan optimizes the radiator location and airflow paths for improved cooling efficiency. Intake air for the cooling system is drawn by the cooling fan through a grille on the right-side body panel. This air passes through the cooling fins of the radiator (Figure 7, Item 3), transferring heat from the cooling system to the air flow. The warm air is then expelled into the atmosphere through a grille in the top body panel. The cooling system also reduces wear on the battery-charging alternator belt and water pump. Cold weather operation is also improved by regulating cabinet temperature at or near ideal operating temperatures.

Coolant Circulation System. This system consists of the radiator (Figure 7, Item 3), thermostat (Figure 7, Item 2), water pump (Figure 5, Item 1 and Figure 7, Item 1), and coolant overflow bottle (Figure 9, Item 1). It is responsible for keeping the engine at a safe temperature. See TM 9-6115-750-10 for further information on maintaining the cooling system.

Radiator (Figure 7, Item 3). An aluminum radiator acts as a heat exchanger for the coolant. A radiator fill port is accessible on the top body panel. The captive radiator cap prevents loss of coolant.

Thermostat (Figure 7, Item 2). A thermostat is located inside the housing where the upper radiator hose connects to the top of the engine. It monitors coolant temperature and adjusts the cooling system accordingly.

Water Pump (Figure 5, Item 1 and Figure 7, Item 1). The water pump circulates the coolant through the block assembly (Figure 5, Item 4) and the radiator (Figure 7, Item 3).

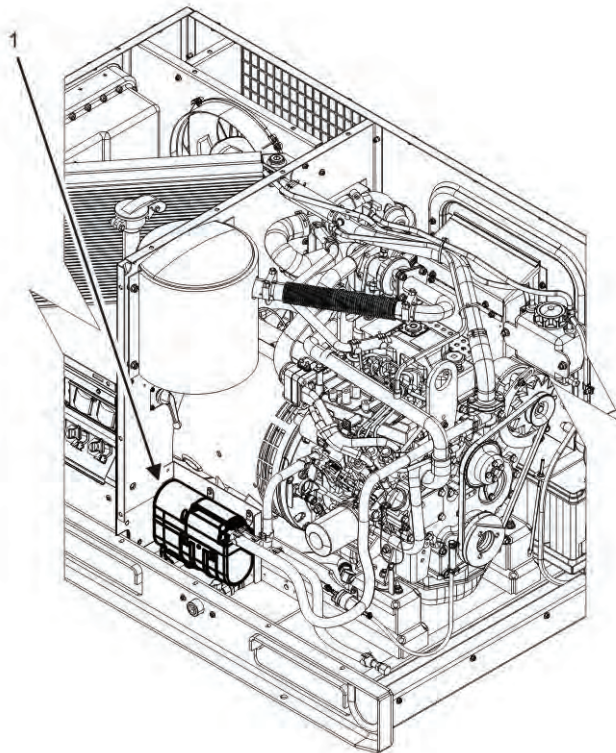


Figure 8. Cooling System Components — Right-Side.

Winterization Kit (Figure 8, Item 1). The optional winterization kit is located inside of the right-side body panel. The fuel-fired heater warms coolant in extreme cold conditions (-25 degrees Fahrenheit (°F) to -50°F (-32 degrees Celsius (°C) and -46°C)) by utilizing the fuel from the generator set. The winterization kit automatically activates, depending on the temperature, and features automatic heat regulation. It is controlled by the DCS, which provides the [READY TO CRANK] indicator when the heater has completed its cycle.

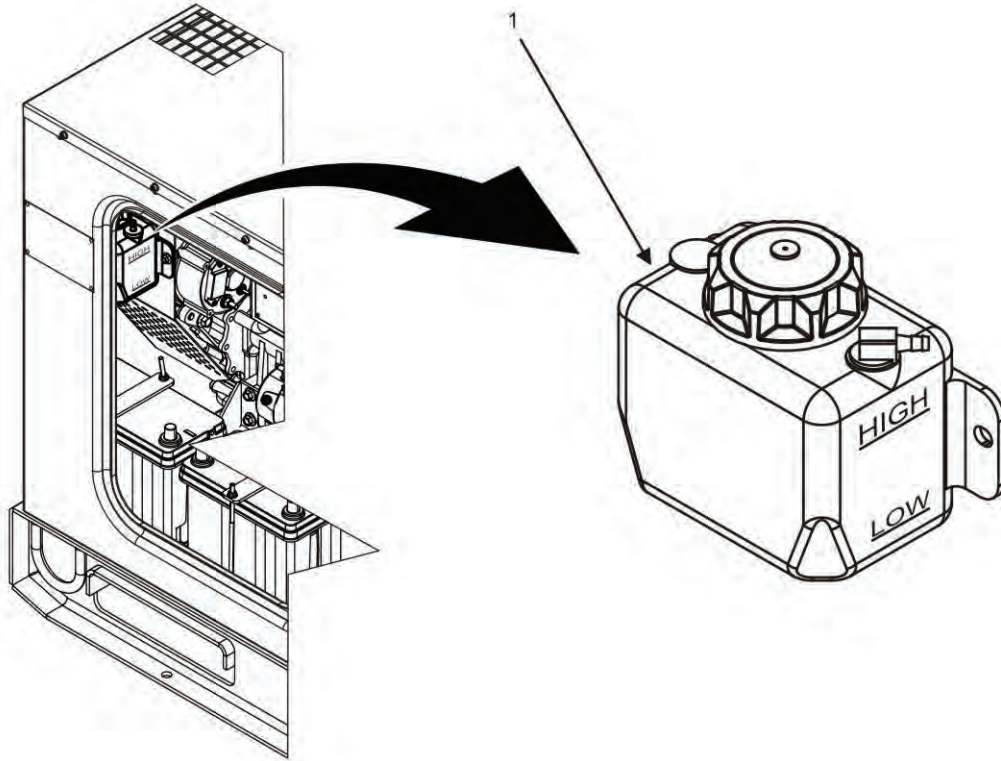


Figure 9. Coolant Overflow Bottle.

Coolant Overflow Bottle (Figure 9, Item 1). Mounted inside the left-side door on the battery-charging alternator belt shroud, the coolant overflow bottle is clearly visible with the door open. It provides easy access for examination of coolant level and coolant filling.

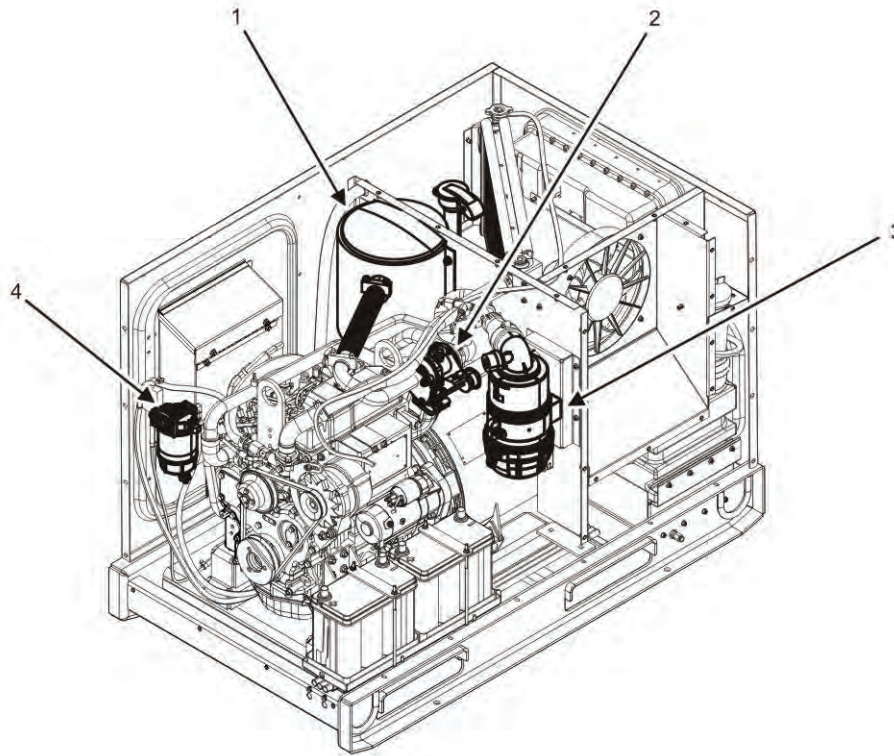


Figure 10. System Components — Left-Side.

Air Cleaner Assembly (Figure 10, Item 3)

The air cleaner assembly, mounted on the top body panel, filters contaminants from the intake air. The air cleaner assembly contains an integrated, centrifugal precleaner that removes most dust particles prior to entering the air cleaner element. These larger contaminants are easily ejected from the air cleaner assembly through a squeeze-type fitting. This extends filter life and reduces maintenance costs and downtime. The air cleaner assembly is fitted with an indicator to show when the filter capacity is exceeded. The filter element is replaceable (TM 9-6115-750-10).

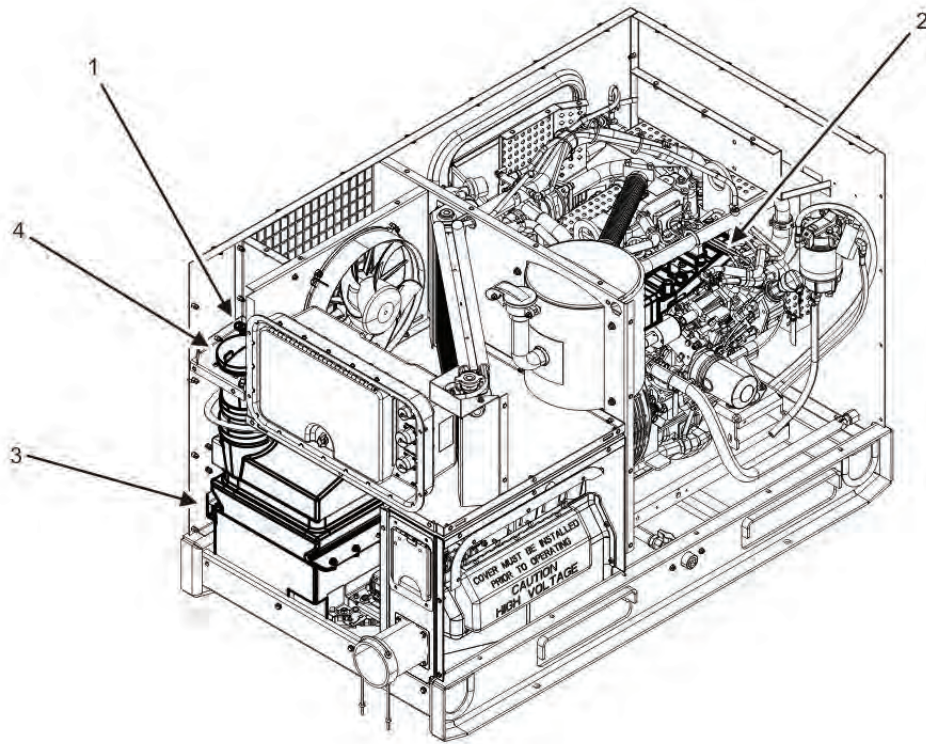


Figure 11. Systems Components — Right-Side.

Exhaust System

The exhaust manifold (Figure 11, Item 2) is located on the left side of the engine and accessed through the left-side door. As exhaust leaves the compression chamber, it is routed through the exhaust manifold into a single pipe, and then into the turbocharger (Figure 10, Item 2 and Figure 6, Item 1). The turbocharger (Figure 10, Item 2 and Figure 6, Item 1) uses exhaust gases to turn a turbine which compresses the intake air. The compressed intake air is directed to the cylinders through the intake manifold and improves the efficiency and power production of the engine. The exhaust gases exit the turbocharger (Figure 10, Item 2 and Figure 6, Item 1) through the muffler (Figure 10, Item 1). The bulkhead-mounted muffler silences the exhaust pulses from the engine and expels exhaust gases through the top body panel grille.

Unit Fuel System

Fuel Fill (Figure 2, Item 12) and Fuel Tank (Figure 11, Item 3). The AMMPS 10 kW generator set is designed to utilize diesel fuel or an acceptable substitute (Grade Number (No.) 1-d and Grade No. 2-d fuels per A-A-52557) and includes design adaptations to accommodate the usage of Jet Propulsion (JP)-8 fuel. The fuel fill (Figure 2, Item 12 and Figure 11, Item 4) is located on the rear body panel and allows refueling during operation (TM 9-6115-750-10). The fuel tank is mounted directly to the skid assembly behind the rear access door. It is sized for 8 hr of operation at 75% load on JP-8 fuel with the generator set at a 15-degree angle. The tank drain extends down into the skid area between the lifting attachments. The main fuel pump moves lower-pressure fuel from the fuel tank (Figure 11, Item 3) and sends it through an in-line fuel filter to the fuel filter/water separator (Figure 10, Item 4).

Fuel Filter/Water Separator (Figure 10, Item 4). The fuel filter/water separator element is spin-on and removes debris and water particles from fuel before it enters the engine. A water drain cock is on the bottom of the filter (TM 9-6115-750-10).

External Fuel Tank and Auxiliary Connections (Figure 11, Item 1). External fuel tank and auxiliary connections are located at the rear of the fuel tank shroud. The auxiliary fuel pump transfers fuel from the auxiliary fuel tank to the unit fuel tank.

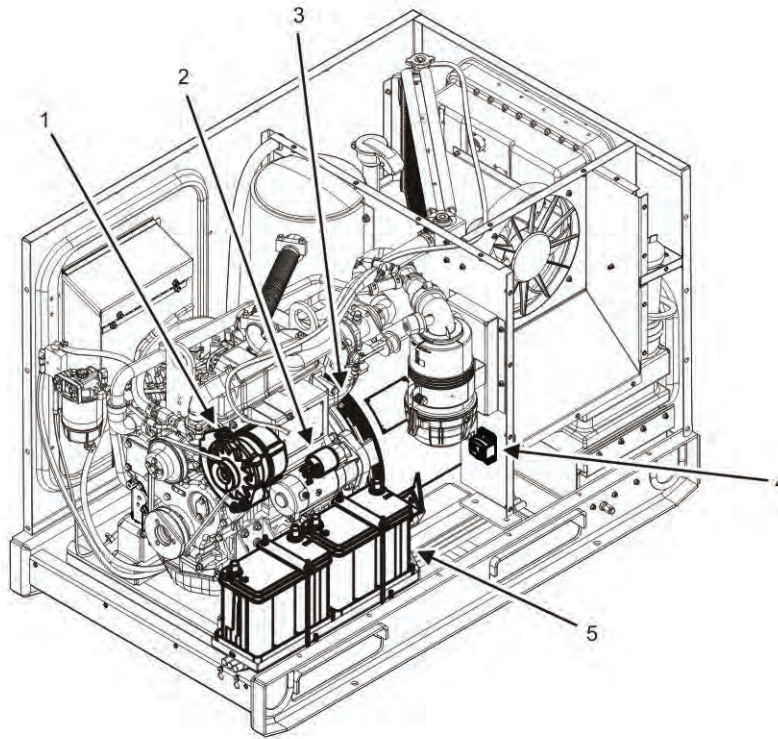


Figure 12. 24 VDC Electrical and AC Generator Components — Left-Side.

24 VDC Electrical System

The 24 VDC electrical system uses two 12-volt (V) batteries (Figure 12, Item 5) connected in series. The batteries are standard commercial size, maintenance free, sealed, and located side-by-side on the left side of the unit. They are accessed through the left-side door. The batteries are capable of starting the generator set under all conditions between -50°F and +135°F (-46°C and +57°C) ambient temperatures. The starter (Figure 12, Item 2) is located on the exhaust side of the engine above the oil pan. A NATO slave receptacle is provided should the unit require jump-starting from another 24 VDC source. In the event the engine needs to be manually turned, a three-position, DEAD CRANK SWITCH (Figure 13, Item 2) is included (TM 9-6115-750-10). The 24-VDC system is protected by a 50-ampere (Amp) main DC circuit breaker (Figure 12, Item 4). The main DC circuit breaker is accessed through the left-side door.

If the temperature is between 21°F and -25°F (-6°C and -32°C), air intake heaters (Figure 13, Item 1) may be used to aid in starting. For temperatures between -25°F and -50°F (-32°C and -46°C), the optional winterization kit (Figure 8, Item 1) is to be used as a starting aid (TM 9-6115-750-10).

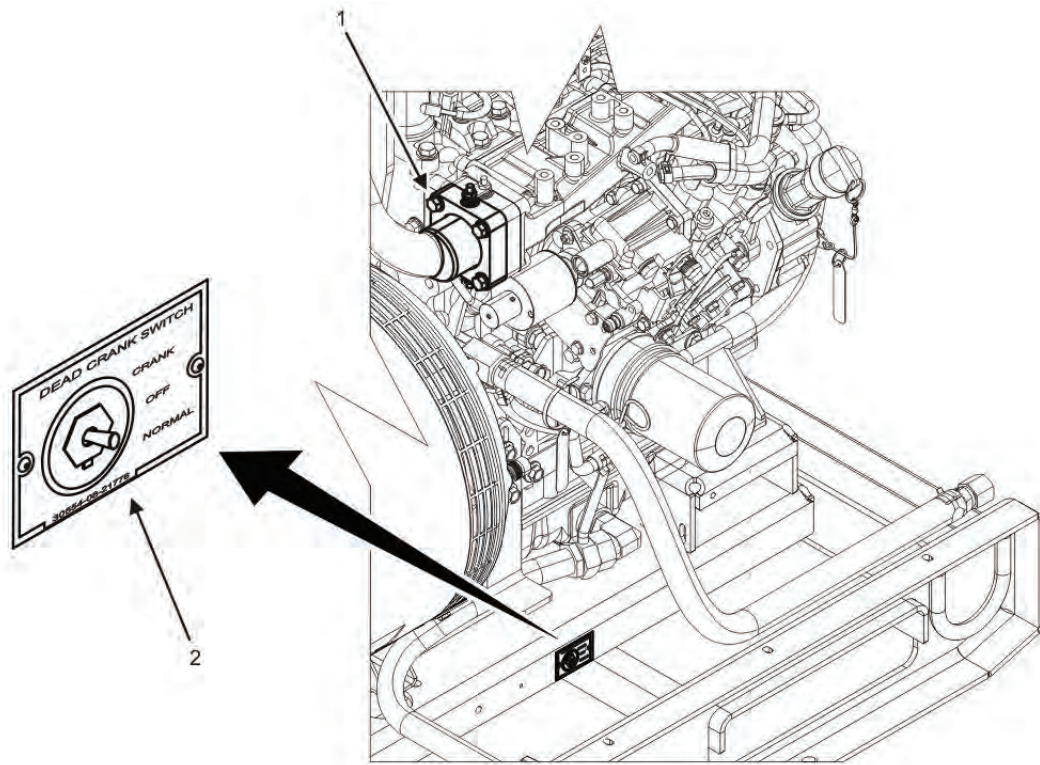


Figure 13. 24 VDC Electrical and AC Generator Components — Right-Side.

Belt-Driven Battery-Charging Alternator (Figure 12, Item 1). The standard belt-driven battery-charging alternator recharges the batteries which in turn provide power to the cooling fan, DCS, and engine systems. The charging system completely charges the batteries during operation within 4 hr of startup. A voltage regulator (internal to the alternator) controls the voltage output of the belt-driven battery-charging alternator.

AC GENERATOR (Figure 12, Item 3)

The AC generator converts the rotating mechanical energy from the engine into electrical energy. The electrical energy is then distributed through the output box (Figure 14, Item 1) through cables which enter the output box (Figure 14, Item 1) via a flexible sleeve (Figure 14, Item 4) from field equipment requiring electric power or a switch box.

The AC generator and voltage control system are drip-proof, guarded machine type and are synchronous and brushless, as specified in National Electrical Manufacturers Association (NEMA) Standard No. MG, part 33. The bearings are sealed and permanently lubricated. System leads are identified with permanent marker and are brought out of the frame through non-abrasive bushings and holders in the output terminal board (Figure 14, Item 3). These isolate each lead and hold it securely in place.

When operating in three-phase at rated load and frequency, the AC generator can withstand, without damage, two consecutive short circuits at the load terminals of 10 sec or less in duration within a 5-min interval at less than 300% of rated output current. Given the same parameters in single-phase operation, the short circuits can be withstood for 5-sec durations.

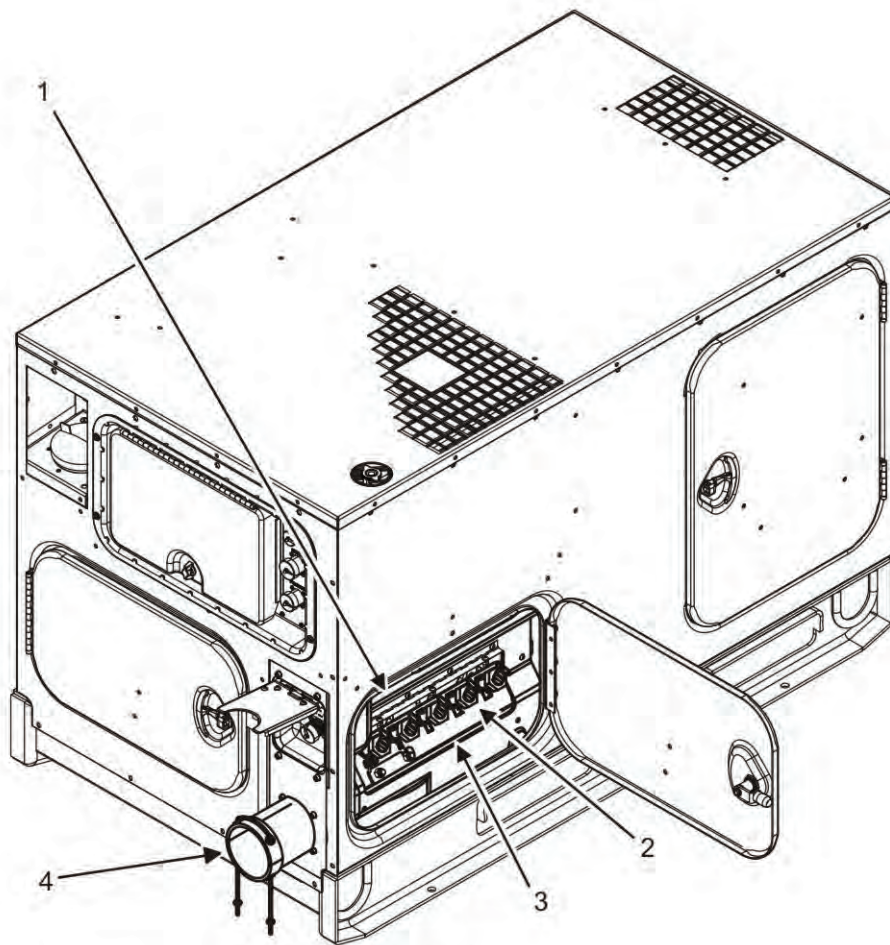


Figure 14. Output Box Components — Right-Side.

OUTPUT BOX ASSEMBLY (Figure 14, Item 1)

The output box assembly is located behind the right-side output box door (Figure 2, Item 6) and distributes electricity produced by the AC generator (Figure 12, Item 3) through the output terminal board (Figure 14, Item 3). The output box contains the output terminal board (Figure 14, Item 3), individual load terminals (Figure 14, Item 2), and unit relays. All relays are socket mounted and secured with a cover. The relay will not move unless the cover is removed.

DIFFERENCES BETWEEN MODELS

The differences between models of generator set covered in this TM are as follows:

Model MEP-1040 is equipped with a 50/60 Hz generator.

Model MEP-1041 is equipped with a 400 Hz generator.

EQUIPMENT DATA

For a list of leading particulars, refer to Table 1.

Table 1. Equipment Data.

GENERATOR SET: Model Numbers 10 kW 50/60 Hz 10 kW 400 Hz National Stock Numbers (NSN) 10 kW 50/60 Hz 10 kW 400 Hz Overall Length MEP-1040 MEP-1041 Overall Width MEP-1040 MEP-1041 Overall Height MEP-1040 MEP-1041 Dry Weights (less Basic Issue Items) MEP-1040 MEP-1041 Wet Weights MEP-1040 MEP-1041	MEP-1040 MEP-1041 NSN 6115-01-561-7455 NSN 6115-01-561-7466 55 in (139.7 cm) 55 in (139.7 cm) 32 in (81.28 cm) 32 in (81.28 cm) 36 in (91.44 cm) 36 in (91.44 cm) 995 lb (451.32 kg) 995 lb (451.32 kg) 1073.5 lb (486.93 kg) 1073.5 lb (486.93 kg)
Engine: Manufacturer Model Type Displacement Altitude Degradation, 4000 – 8000 ft (1220 m – 2440 m) Firing Order Winterization Kit Use Valve Tappet Clearance Adjustment	Yanmar 3TNV84T-BMCU Direct injection, three cylinder, four cycle, vertical, water cooled 91.275 cubic inches (in ³) (1.496 L) 3.5% per 1000 ft (305 m) 1-3-2 -25°F to -50°F (-32°C to -46°C) 0.006 – 0.010 in (0.15 – 0.25 mm)
Cooling System: Type Capacity Normal Operating Temperature Range Temperature Indicating System Voltage Rating	Pressurized radiator, forced circulation with pump 6.2 qt (5.87 L) 185°F (85°C) – 223°F (106°C) 24 VDC
Lubrication System: Type Oil Pump Type Normal Operating Pressure Oil Filter Type Lubricating System Capacity Pressure Indicating System Voltage Rating	Forced lubrication by trochoid pump Gear driven 42 – 71 pounds per square inch (psi) (290 – 490 kiloPascal (kPa)) Spin-on cartridge 5.9 qt (5.58 L) 24 VDC
Fuel System: Type of Fuel Fuel Tank Capacity Fuel Consumption Rate	DF-2D (ASTM D975) 6.30 gallons (gal) (23.85 L) 50/60 Hz: 0.63 Gallons Per Hour (GPH) (2.38 liters per hour (L/Hr)) 400 Hz: 0.69 GPH (2.61 L/Hr)

Table 1. Equipment Data.

Auxiliary Fuel Pump: Voltage Rating Delivery Pressure Fuel Level Sensor: Type Current	24 VDC 6.3 – 9.7 psi (43.4 – 66.9 kPa) Capacitive 20 – 200 milliampere (mA) at 10 – 32 VDC
Starting System: Batteries Starter: Manufacturer Model Voltage Rating Drive Type	2 X 12 VDC (52 Ampere Hours (AH)) in series ISKRA AZE4836 24 VDC Integral
Battery-Charging Alternator: Manufacturer Models Rating Protective Fuse	ISKRA DRWNG 19020205 45 Amp None
AC Generator: Manufacturer Type Model Load Capacity Current Ratings: 120 V 1 Phase Connection 120/240 V 1 Phase Connection 120/208 V 3 Phase Connection Power Factor Cooling Drive Type Duty Classification	Cummins Synchronous, brushless, drip proof YD-6050-10 (50/60 Hz) and YD-400-10 (400 Hz) 10 kW 104 Amp 52 Amp 34 Amp 0.8 Fan cooled Direct coupling Continuous
Protection Devices:	
Low Oil Pressure Controller: Trip Pressure Voltage Rating Current Rating	15 psi (103.4 kPa) 5 VDC 4 mA
Coolant High Temperature Controller: Trip Temperature Voltage Rating Current Rating	223°F (106°C) 24 VDC 1 mA
Overvoltage: Trip Point Conditions Trip Point	120V 1-Phase 50Hz – 122V; 120V 1-Phase 60Hz – 126V 120/208V 3-Phase 50Hz – 122/212V; 120/208V 3-Phase 60Hz – 126/240V 120/240V 1-Phase 50Hz – 122/244V; 120/240V 1-Phase 60Hz – 126/252V No more than 1.5 sec after trip conditions met

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
THEORY OF OPERATION

SCOPE

The AMMPS 10 kW generator set consists of two modes as follows:

MODES: I – 50/60 Hz
 II – 400 Hz

The AMMPS 10 kW generator set was specifically designed for the best possible performance, focusing on areas such as reliability, maintainability, weight, dimensions, and fuel consumption.

OPERATION

The AMMPS 10 kW generator set is designed for deployment in the battlefield to provide personnel with the continuous power generation necessary for today's fielded electronic devices and various electrical equipment demands. The AMMPS 10 kW generator set is developed to be fixed (skid mounted) or mobile (trailer mounted) giving the flexibility of movement. The generator sets are designed to accommodate parallel operation of generator sets, as well as additional and back-up power generation.

The housing assembly serves as the protective shell for the generator set. The housing has been designed with openings for ease of maintenance and additional acoustical protection to further silence the generator set while operating. The AMMPS 10 kW generator set has enhancements for protection from unusual/harsh weather and to shield from debris.

The AMMPS 10 kW generator set is powered by a turbocharged Yanmar 3TNV84T-BMCU 91.275 in³ (1.496-L) DI diesel engine mounted directly to the skid assembly. The engine produces mechanical energy and interconnects with the AC generator via a rotating shaft.

The AC generator is a Cummins Power Generation (CPG) YD-6050-10 (Mode I, Model 1040 (50/60 Hz)) or a YD-400-10 (Mode II, Model 1041 (400 Hz)). They are synchronous, brushless designs with permanent magnets and were developed specifically to meet performance requirements. The AC generators receive mechanical energy from the engine and convert it to electrical energy. The electricity produced by the AC generators is transmitted to the output terminal board.

DCS

The DCS uses a menu-driven display format to control generator set operations. From the DCS, the operator and/or maintainer can start the generator set, adjust the output voltage and frequency (Model 1040, Mode I only), operate the contactor, stop the AC generator, clear faults, and perform other functions necessary to produce power (Figure 1). The 10 kW AMMPS generator set also provides limited remote operation capabilities through interface with an IBM-compatible PC). The operational status of the generator set can be monitored, battleshort conditions can be set and released, and emergency stop can be executed from up to a 250-ft (76-2 m) distance.

The AMMPS 10 kW generator set is capable of self-diagnostics at start up. This prognostic function monitors the protective system and will provide warning of impending activation of protective devices. All operational data is captured every 15 min during operation. Faults and warnings are automatically captured upon operation of protective devices and stored in the Fault Log. Additionally, all maintenance prompts and actions are automatically captured and stored in the Maintenance Log.

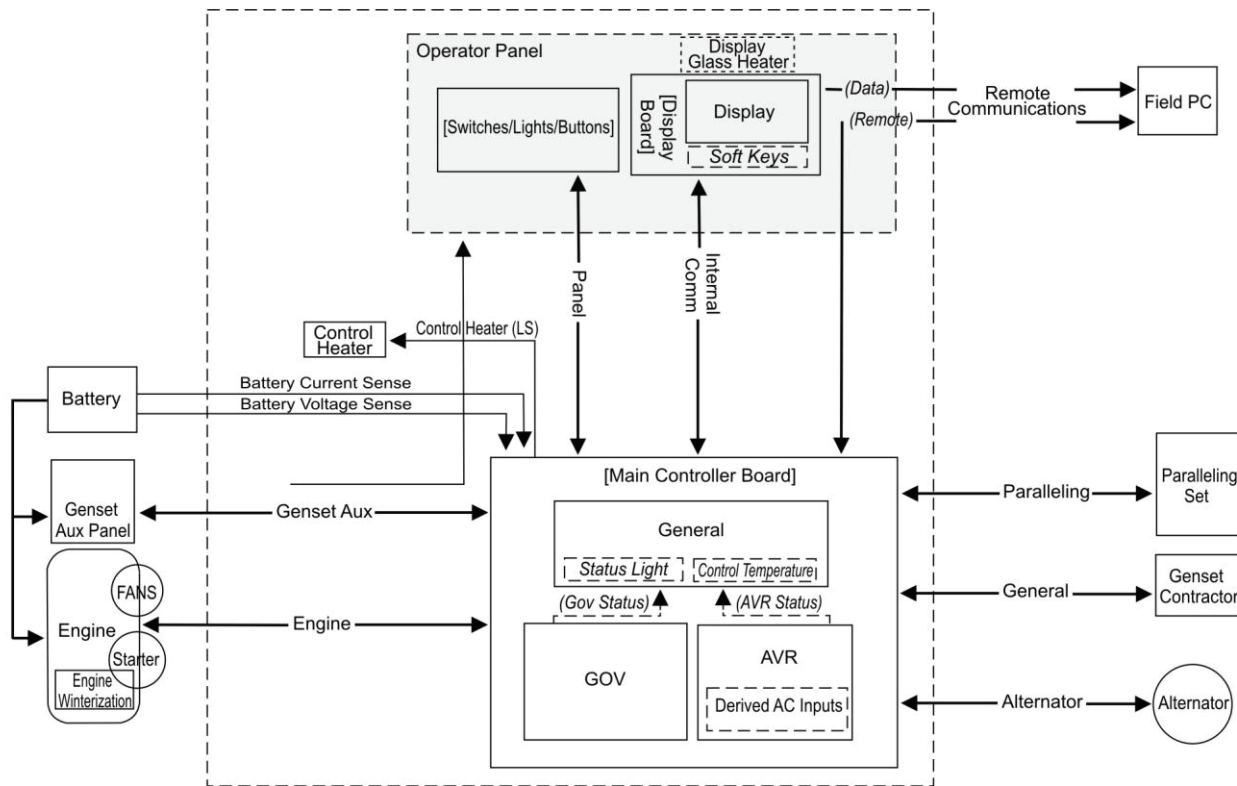


Figure 1. AMMPS Control Overview.

TECHNICAL PRINCIPLES OF OPERATION

Engine Starting System (Figure 2)

The engine starting system consists of two 12-V batteries connected in series to produce 24 V of electric power, a starter, a 24 V battery-charging alternator, a magnetic pickup (for sensing engine speed), and related switches and relays required for controlling the starting system (Figure 1). For engine cranking, battery power is supplied to the starter motor through the starter solenoid, which in turn is controlled by the cranking relay. The starter then engages the engine flywheel, causing the engine to turn over. For engine starting, the DEAD CRANK SWITCH must be in the NORMAL position, the main DC circuit breaker must be in the ON position, the EMERGENCY STOP switch must be pulled out, and the engine control switch must be moved to the START position. The cranking relay is then controlled by a circuit, consisting of the crank disconnect relay and crank disconnect switch. As the engine accelerates to the preset speed (sensed by the magnetic pickup), the crank disconnect switch opens and de-energizes the cranking relay to stop and disengage the starter. The starting sequence may also be stopped by moving the engine control switch to OFF. The engine may be cranked without starting by use of the DEAD CRANK SWITCH. With the DEAD CRANK SWITCH in the CRANK position, the cranking relay, starter solenoid, and starter motor are energized without activating any other starting or control functions. In the event the batteries become discharged, an alternative source of starting power is provided through the NATO slave receptacle.

The batteries are charged by the battery-charging alternator, which is belt-driven by the engine. The DCS is powered by the battery-charging alternator when the engine is operating and by the 24-V batteries at start up. Shown on the DCS display, the [Battery] ammeter indicates the charge/discharge rate of the batteries (from -80 Amps to +80 Amps, in 0.1 Amp increments). Normal operating indication depends on the state of charge in the batteries. A low charge, such as exists immediately after engine starting, will cause a high reading (needle moves toward [+] area). When the charge in the batteries has been restored, the indicator moves toward zero.

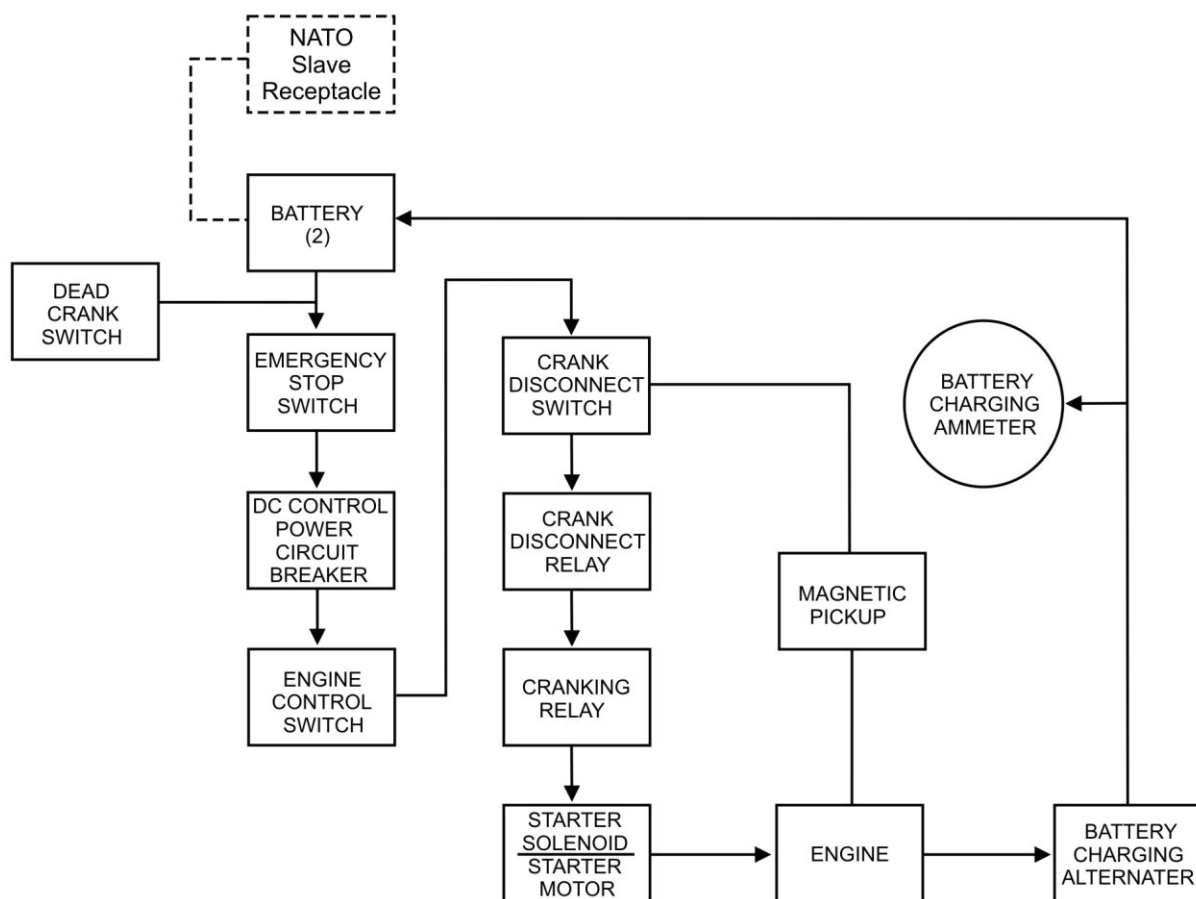


Figure 2. Engine Starting System.

Fuel System (Figure 3)

The fuel system consists of piping, fuel tank, fuel filter, 24-VDC fuel pumps, fuel filter/water separator, fuel level sensor, injection pump, and three fuel injectors (one for each cylinder). Fuel is drawn from the fuel tank by the transfer pump when the engine control switch is in the PRIME & RUN position. After reaching the transfer pump, fuel passes through a fuel filter/water separator where water and small impurities are removed. The fuel then goes to the injection pumps where it is pressurized and is forced into the injectors. Through the injectors, fuel is sprayed into the combustion chamber at high pressure, where it is mixed with air and ignited. The fuel that is not used is returned to the fuel tank via a fuel vent line.

The auxiliary fuel system consists of an external fuel supply, fuel filter pipe, 24-VDC auxiliary fuel pump, and fuel level switch. The engine control switch, when set to PRIME & RUN AUX FUEL, actuates the auxiliary fuel pump and transfers fuel from the external fuel supply to the generator fuel tank. The fuel level switch shuts off the auxiliary fuel pump when the generator fuel tank is full and reactivates the pump as the level drops to 75%. The [Fuel] indicator on the DCS displays the fuel level of the generator set fuel tank from empty [0] to full [100] in 1% increments.

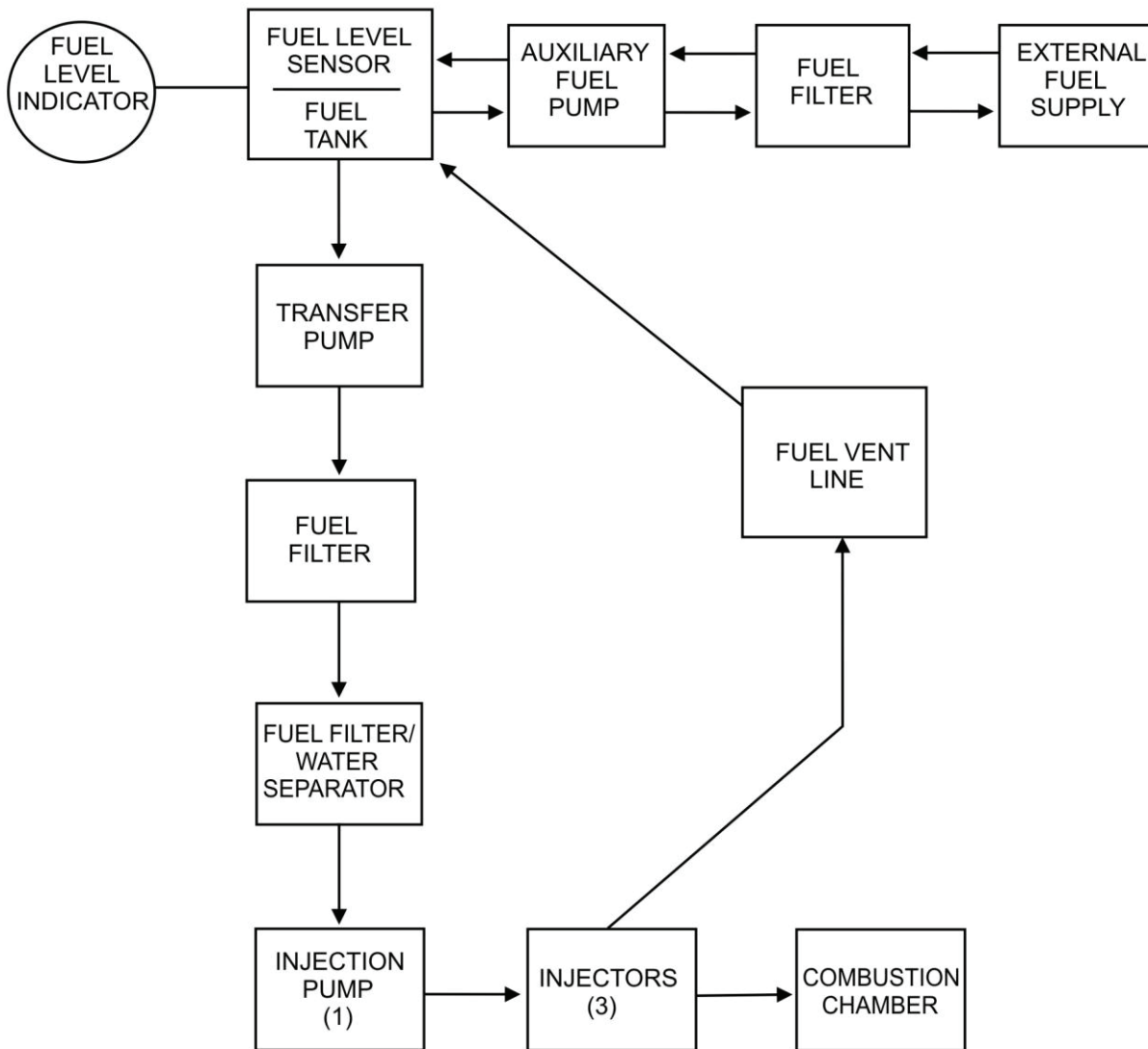


Figure 3. Fuel System.

Engine Cooling System (Figure 4)

The engine cooling system consists of a radiator, hoses, thermostat, water pump, electric fan, temperature sensor, and cooling jackets. The water pump forces coolant through passages (cooling jackets) in the engine block and cylinder head where the coolant absorbs heat from the engine. When the engine reaches normal operating temperature, the thermostat opens and heated coolant flows through the upper radiator hose assembly into the radiator. Air circulates through the radiator, reducing coolant temperature.

A coolant high temperature logic control provides automatic shutdown in the event that coolant temperature exceeds 225 plus or minus (\pm) 5°F ($107 \pm 3^\circ\text{C}$). The [Coolant] indicator on the DCS displays coolant temperature range from 100°F to 260°F (38°C to 127°C).

Cold outside temperatures make starting the engine difficult. To improve engine starting, the generator set has two starting aids: standard air intake heaters mounted in the intake manifold and an optional winterization kit. The air intake heaters warm the air in the combustion chamber to assist with ignition when the ambient air temperature is below +20°F (-6°C). The winterization kit warms the engine coolant and thus the engine block when the ambient air temperature is between -25°F and -50°F (-32°C and -45.56°C).

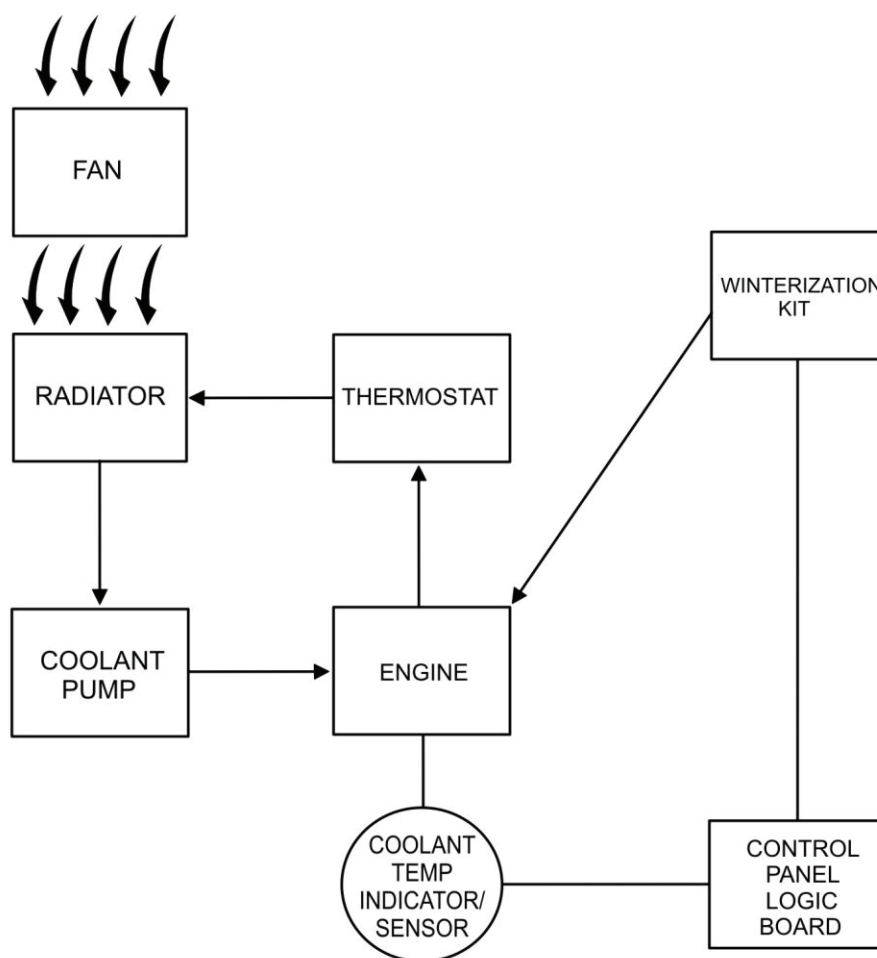


Figure 4. Engine Cooling System.

Lubrication System (Figure 5)

The lubrication system consists of an oil pan, dipstick, oil pump, oil pressure sensor, oil screen, oil cooler, and oil filter. The oil pan is a reservoir for engine lubricating oil. The dipstick indicates oil level in the pan. A pump draws oil from the pan through a screen removing large impurities. After passing through an oil cooler, the oil flows through a spin-on type filter where small impurities are removed. From the filter, oil enters the engine and is distributed to the engine's internal moving parts.

After passing through the engine, the oil returns to the oil pan. The [Oil] pressure indicator on the DCS shows oil pressure present at the oil pressure sensor in the engine. The engine automatically shuts off if oil pressure drops to a dangerously low level. It is recommended to check the engine oil when the engine is not operating, but it can be checked while the engine is operating (TM 9-6115-750-10).

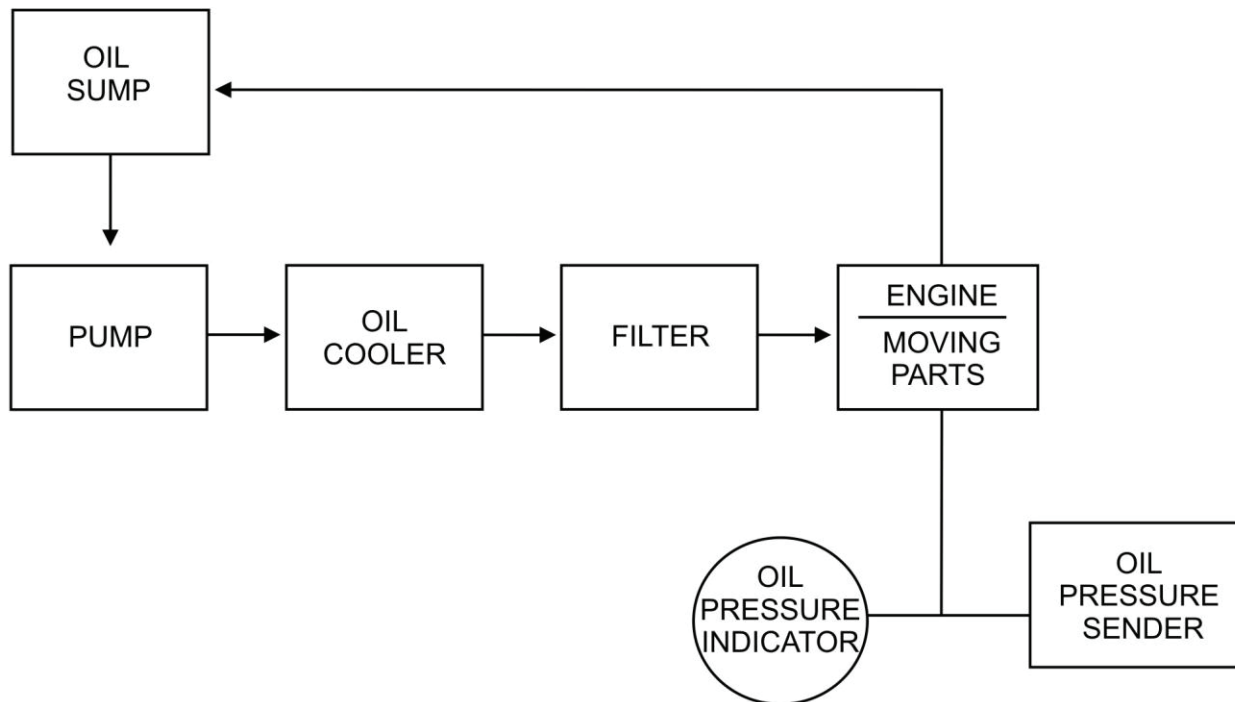


Figure 5. Engine Lubrication System.

Air Intake and Exhaust System (Figure 6)

The air intake and exhaust system consists of an air cleaner assembly, intake manifold, exhaust manifold, turbocharger, and muffler. Ambient air is drawn into the air cleaner assembly where it passes through the air cleaner element.

Airborne dirt is removed and trapped in the element. A restriction indicator, located on the air cleaner assembly housing, displays red when the air cleaner element should be serviced. Filtered air is drawn out of the air cleaner assembly into the inlet portion of the turbocharger. The air exits the turbocharger through an additional air intake tube into the air intake manifold, where it passes into the engine and is mixed with fuel from the injectors.

The engine exhaust gases are expelled into the exhaust manifold. The exhaust manifold channels the gases into the turbocharger which then compresses the air from the air filter and forces the air into the intake manifold. The exhaust gases then pass to the muffler to deaden the sound of the exhaust gases. The gases pass from the muffler outlet and are vented upward from the generator set housing grille.

Output Supply System (Figure 7)

The output supply system consists of the AC generator, output terminal board, voltage selection switch, Automatic Voltage Regulator (AVR), Ampere Meter – Voltage Meter (AM – VM), AC circuit interrupt relay, and contactor. Power created by the generator is supplied through the voltage selection switch and the contactor to the output terminals on the output terminal board. For more information on the theory and practice of electrical generation, refer to FM 5-424, Theater of Operations Electrical Systems.

The voltage selection switch allows configuration of the generator set for the following voltage ranges:

120 V, single phase, 2 wire

120/240 V, single phase, 3 wire

120/208 V, 3-phase, 4 wire

The AC CIRCUIT INTERRUPT switch controls the AC circuit interrupter relay. The relay enables or interrupts the power flow between the voltage selection switch and the output terminals by opening and closing the contactor. The AC circuit interrupter relay also automatically opens the contactor during any of the faults that require a shutdown. The AVR senses AC voltage output and provides controlled voltage to the AC generator exciter to maintain the desired AC generator output voltage. [Voltage] and [Current] are indicated on the operator control screen on the DCS. The [Genset Voltage] panel on the DCS displays the [Voltage] AC output of the unit. The [Bus Voltage] panel on the DCS displays the [Voltage] AC output at the output terminal board. The [Genset Current] screen on the DCS displays the output of the unit in amperes.

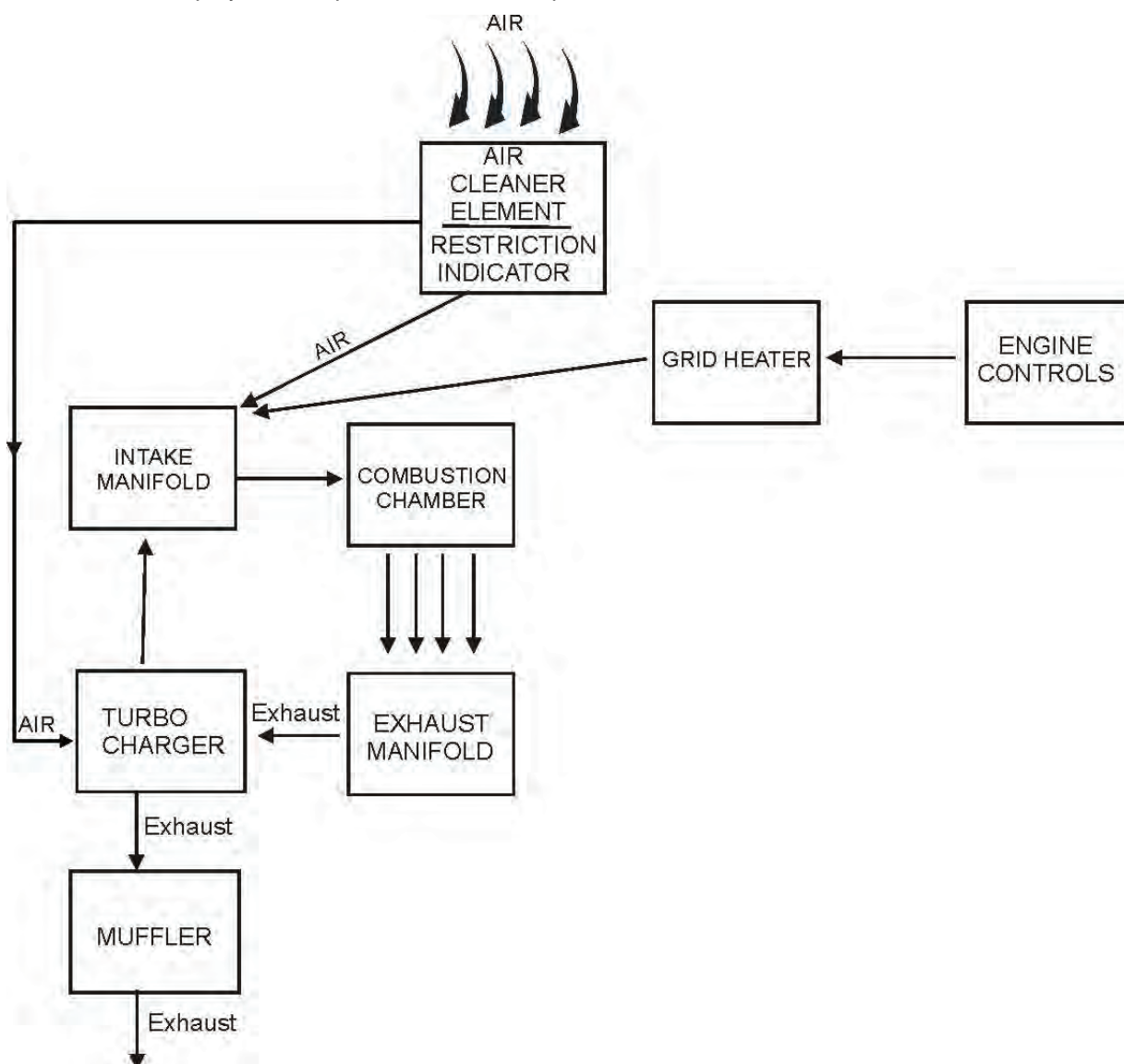


Figure 6. Air Intake and Exhaust System.

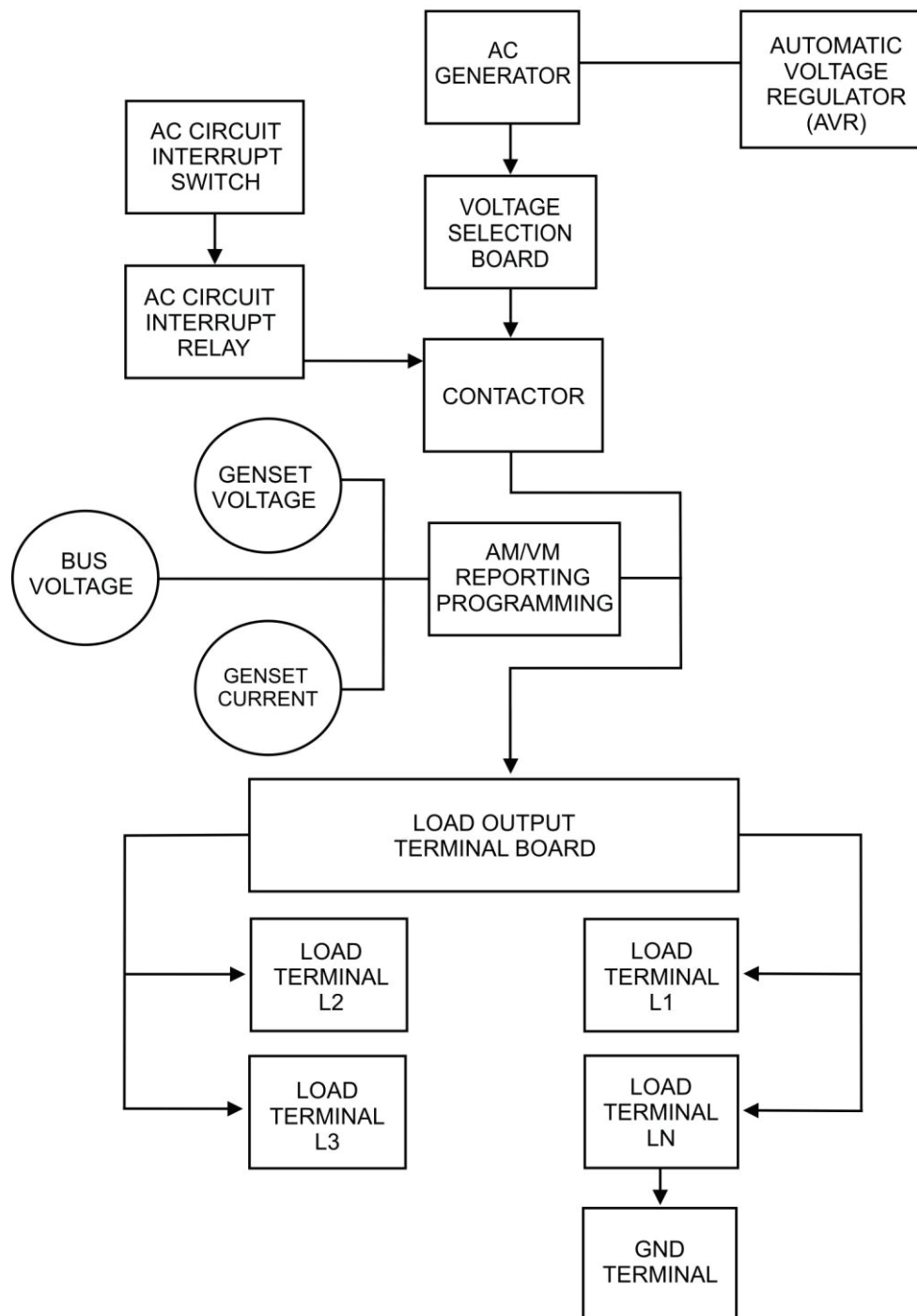


Figure 7. Output Supply System.

END OF WORK PACKAGE

CHAPTER 2

TROUBLESHOOTING PROCEDURES

FOR

AMMPS 10KW GENERATOR SET

CHAPTER 2

TROUBLESHOOTING PROCEDURES

WORK PACKAGE INDEX

<u>Title</u>	<u>WP Sequence No.</u>
TROUBLESHOOTING INDEX	0004
OPERATIONAL CHECKOUT	0005
WARNING AND FAULT CODES	0006
COOLING SYSTEM TROUBLESHOOTING WITH A DCS CODE	0007
ELECTRICAL SYSTEM TROUBLESHOOTING WITH A DCS CODE	0008
ELECTRICAL SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE	0009
ENGINE SYSTEM TROUBLESHOOTING WITH A DCS CODE	0010
ENGINE SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE	0011
EXHAUST SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE	0012
WINTERIZATION KIT TROUBLESHOOTING	0013

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
TROUBLESHOOTING INDEX

GENERAL TROUBLESHOOTING INFORMATION

Troubleshooting procedures are designed to isolate AMMPS faults to the LRU level. Troubleshooting techniques apply to all AMMPS components as indicated.

Troubleshooting procedures list the symptoms, malfunctions, and corrective actions required to resolve the problem(s). Perform all steps in the order they appear in the WP. Troubleshooting procedures are listed according to symptom, followed by the malfunction, then any corrective action(s). All necessary references to procedures/instructions can be found within the applicable Troubleshooting WP (see the Malfunction/Symptom Index below).

The DCS constantly monitors the engine sensors for abnormal conditions, such as low oil pressure and high coolant temperature. If any of these conditions occur, the DCS control panel display screen will display a message indicating a fault or warning code. The system will shut down if a fault code is indicated. The system will not normally shut down from warning codes. If a warning is indicated but not addressed, it may become a fault. If a malfunction or failure occurs during an operation or performance check, perform troubleshooting IAW the Malfunction/Symptom Index and any displayed fault or warning codes (WP 0006, Warnings and Fault Codes). Troubleshooting is offered in two formats when necessary: a fault with a DCS code and a fault without a DCS code. Always check DCS screen for any fault or warning codes before performing troubleshooting procedures.

DO NOT BEGIN A TASK UNTIL:

- You understand the task.
- You have the tools and equipment you need.

MALFUNCTION/SYMPTOM INDEX

The Malfunction/Symptom Index is a quick reference for locating troubleshooting procedures. Troubleshooting procedures are arranged based on the location of the malfunction (i.e. engine, exhaust system, cooling system) and presence of a DCS code.

DCS Fault/Warning Codes

WP 0006, Warnings and Fault Codes describes each fault and warning code with applicable reference. When applicable, there are two versions for each troubleshooting system WP: faults with a DCS code and faults without a DCS code.

Operational Checkout

Field maintenance is responsible for performing operational checkout procedures (WP 0005, Operational Checkout) prior to determining generator set as operational or before detailed troubleshooting is attempted.

Indications from Manual Troubleshooting Techniques

Field maintenance is responsible for performing manual troubleshooting techniques, including continuity tests and voltage checks.

After Corrective Action

After the corrective action is completed, the equipment must be tested to verify that the problem is corrected. Locate the malfunction in the troubleshooting procedures and perform the test or inspection. If the correct response is not obtained, continue troubleshooting all suspected malfunctions and performing corresponding corrective actions until the equipment is operational or is replaced with operational equipment.

Specific Troubleshooting Procedures

This TM cannot list all malfunctions that may occur or all tests or inspections and corrective actions. If the malfunction encountered is not listed or is not corrected by the listed corrective action, replace the lowest level LRU component that will remedy the malfunction.

Malfunction/Symptom

Troubleshooting Procedure WP and Page

COOLING SYSTEM TROUBLESHOOTING WITH A DCS CODE

1. [Fault 151: High Coolant Temperature] displayed on DCS screen WP 0007, Page 2
 - a. Low coolant level, improper type used, or clogged cooling fins in radiator WP 0007, Page 2
 - b. Loose, defective, or improperly fitted radiator cap or coolant overflow bottle cap WP 0007, Page 3
 - c. Coolant system leak WP 0007, Page 3
 - d. Inoperable thermostat WP 0007, Page 4
 - e. Inoperable cooling fan WP 0007, Page 5
 - f. Defective temperature sensor WP 0007, Page 6
 - g. Generator set overload WP 0007, Page 6
 - h. Excessive slack in battery-charging alternator belt causing water pump malfunction WP 0007, Page 6
 - i. Improperly operating water pump WP 0007, Page 7
 - j. Insufficient cooling effect of radiator WP 0007, Page 7
 - k. Low engine oil level WP 0007, Page 7
 - l. Clogged muffler or clog in exhaust system WP 0007, Page 8
 - m. Engine used at high temperatures or high altitude WP 0007, Page 8
 - n. Improper fuel injection WP 0007, Page 8
 - o. Incorrect fuel injection timing or governor actuator fault WP 0007, Page 8
 - p. Internal engine problem WP 0007, Page 9
2. [Warning 146: Pre-High Coolant Temperature] displayed on DCS screen WP 0007, Page 9
 - Cooling system malfunction WP 0007, Page 9

ELECTRICAL SYSTEM TROUBLESHOOTING WITH A DCS CODE

3. [Fault 115: Speed Signal Lost] displayed on DCS screen WP 0008, Page 2
 - Engine speed sensor malfunction WP 0008, Page 2
4. [Fault 1433: Local E-Stop] displayed on DCS screen WP 0008, Page 3
 - Malfunctioning EMERGENCY STOP push button or malfunctioning DCS WP 0008, Page 3

Malfunction/Symptom**Troubleshooting Procedure WP and Page**

5. [Fault 1434: Remote E-Stop] displayed on DCS screen	WP 0008, Page 4
Defective remote control cable, pins on DCS, or remote operating source	WP 0008, Page 4
6. [Fault 1445: Short Circuit] displayed on DCS screen	WP 0008, Page 4
Load cables have been shorted or overloaded	WP 0008, Page 4
7. [Fault 1446: High AC Voltage] displayed on DCS screen	WP 0008, Page 6
Incorrect setting or shorted load	WP 0008, Page 6
8. [Fault 1447: Low AC Voltage] displayed on DCS screen	WP 0008, Page 6
Overload, damage to wiring, or damage to DCS.....	WP 0008, Page 6
9. [Fault 1448: Underfrequency] displayed on DCS screen	WP 0008, Page 7
Generator set was subjected to a reduction in speed for a period of time	WP 0008, Page 7
10. [Fault 1452: Genset Contactor Fail To Close] displayed on DCS screen	WP 0008, Page 7
Contactor or wiring malfunction	WP 0008, Page 7
11. [Fault 1453: Genset Contactor Fail To Open] displayed on DCS screen.....	WP 0008, Page 8
Contactor or wiring malfunction	WP 0008, Page 8
12. [Fault 1472: High Current] displayed on DCS screen	WP 0008, Page 9
Short, overload, or AC generator malfunction	WP 0008, Page 9
13. [Fault 1918: Fuel Level Low] displayed on DCS screen	WP 0008, Page 11
Low fuel level or fuel level sensor malfunction	WP 0008, Page 11
14. [Fault 2335: Excitation Fault] displayed on DCS screen	WP 0008, Page 11
Circuit breaker, wiring, or AC generator malfunction.....	WP 0008, Page 11
15. [Fault 2914: Genset AC Meter Failed] displayed on DCS screen	WP 0008, Page 13
Generator set AC meter failure.....	WP 0008, Page 13
16. [Fault 2972: Field Overload] displayed on DCS screen	WP 0008, Page 13
Faulty AC generator components or AVR	WP 0008, Page 13
17. [Fault 3664: Invalid Genset Configuration] displayed on DCS screen	WP 0008, Page 14
Incorrect dip switch settings or wiring malfunction	WP 0008, Page 14
18. [Fault 3665: Invalid Voltage Configuration] displayed on DCS screen.....	WP 0008, Page 15
Voltage selection fault	WP 0008, Page 15
19. [Fault 3668: Output Voltage Configuration Bit 0 Changed] or [Fault 3669: Output Voltage Configuration Bit 1 Changed] displayed on DCS screen	WP 0008, Page 16
Voltage selection fault	WP 0008, Page 16
20. [Fault 3673: Convenience Receptacle AC Meter Failed] displayed on DCS screen	WP 0008, Page 16
Convenience receptacle AC meter failed	WP 0008, Page 16
21. [Fault 3677: Genset Config Factory Test Fault] displayed on DCS screen.....	WP 0008, Page 16
Factory calibration error.....	WP 0008, Page 16

Malfunction/Symptom**Troubleshooting Procedure WP and Page**

22. [Warning 135: Oil Pressure Sensor High] displayed on DCS screen.....	WP 0008, Page 16
Voltage above normal or shorted to a high source.....	WP 0008, Page 16
23. [Warning 141: Oil Pressure Sensor Low] displayed on DCS screen	WP 0008, Page 18
Voltage below normal or shorted to a low source	WP 0008, Page 18
24. [Warning 144: Coolant Temp Sensor OOR High] displayed on DCS screen.....	WP 0008, Page 18
Defective temperature sensor, poor wiring connection, or a short.	WP 0008, Page 18
25. [Warning 145: Coolant Temp Sensor OOR Low] displayed on DCS screen	WP 0008, Page 19
Voltage below normal or shorted to a low source	WP 0008, Page 19
26. [Warning 319: Real Time Clock Error] displayed on DCS screen	WP 0008, Page 20
Clock no longer accurate due to temporary power loss or backup battery failure	WP 0008, Page 20
27. [Warning 441: Low Battery Voltage] displayed on DCS screen	WP 0008, Page 20
Battery or charging failure	WP 0008, Page 20
28. [Warning 442: High Battery Voltage] displayed on DCS screen	WP 0008, Page 20
Alternator or DCS failure	WP 0008, Page 20
29. [Warning 1131: Battle Short Active] displayed on DCS screen.....	WP 0008, Page 20
BATTLESHORT switch malfunction	WP 0008, Page 20
30. [Warning 1417: Power Down Failure] displayed on DCS screen	WP 0008, Page 21
DCS malfunction.....	WP 0008, Page 21
31. [Warning 1441: Low Fuel Level] displayed on DCS screen	WP 0008, Page 21
Low fuel level or sensor malfunction	WP 0008, Page 21
32. [Warning 1442: Weak Battery] displayed on DCS screen.....	WP 0008, Page 22
a. Battery connections are loose or batteries are insufficiently charged	WP 0008, Page 22
b. Loose belt, defective battery-charging alternator, or defective electrical component.....	WP 0008, Page 22
33. [Warning 1444: KW Overload] displayed on DCS screen	WP 0008, Page 22
Load cable or wiring malfunction	WP 0008, Page 23
34. [Warning 1449: Overfrequency] displayed on DCS screen.....	WP 0008, Page 23
Generator AC output frequency is high	WP 0008, Page 23
35. [Warning 1451: Genset/Bus Voltage Mismatch].....	WP 0008, Page 23
DCS fault	WP 0008, Page 23
36. [Warning 1469: Speed/Hz Mismatch] displayed on DCS screen	WP 0008, Page 25
Speed sensor error or flywheel damage.....	WP 0008, Page 25
37. [Warning 1471: High Current Warning] displayed on DCS screen	WP 0008, Page 25
Short, overload, or AC generator malfunction	WP 0008, Page 25
38. [Warning 1689: Reset Real Time Clock] displayed on DCS screen	WP 0008, Page 25
Clock no longer accurate due to temporary power loss or backup battery failure	WP 0008, Page 25

Malfunction/Symptom**Troubleshooting Procedure WP and Page**

39. [Warning 2336: Checksum Fault] displayed on DCS screen.	WP 0008, Page 25
Calibration file error	WP 0008, Page 25
40. [Warning 2915: Genset Bus AC Meter Failed] displayed on DCS screen	WP 0008, Page 26
Generator set Bus AC meter failed.....	WP 0008, Page 26
41. [Warning 2917: Genset Bus Voltage High] displayed on DCS screen.....	WP 0008, Page 26
Paralleling or voltage sense fault.....	WP 0008, Page 26
42. [Warning 2936: Fuel Level Sensor High] displayed on DCS screen.....	WP 0008, Page 27
Fuel level sensor malfunction	WP 0008, Page 27
43. [Warning 2937: Fuel Level Sensor Low] displayed on DCS screen.....	WP 0008, Page 28
Fuel level sensor malfunction	WP 0008, Page 28
44. [Warning 2967: Governor Fault] displayed on DCS screen	WP 0008, Page 28
Governor actuator malfunction	WP 0008, Page 28
45. [Warning 2968: AVR Fault] displayed on DCS screen	WP 0008, Page 29
Wiring or AC generator failure	WP 0008, Page 29
46. [Warning 3662: Battery Discharge] displayed on DCS screen.....	WP 0008, Page 29
Loose belt, defective battery-charging alternator, or defective electrical component	WP 0008, Page 29
47. [Warning 3666: Master Control Switch Configuration] displayed on DCS screen	WP 0008, Page 30
Engine control switch fault.....	WP 0008, Page 30
48. [Warning 3672: Automatic Field Flash Not Complete] displayed on DCS screen	WP 0008, Page 31
Wiring or DCS malfunction	WP 0008, Page 31
49. [Warning 3674: Genset Configuration Change] displayed on DCS screen	WP 0008, Page 31
Incorrect dip switch settings or wiring malfunction	WP 0008, Page 31

ELECTRICAL SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE

50. DCS indicates no power available and no lighted display.....	WP 0009, Page 2
a. Battery malfunction	WP 0009, Page 2
b. Circuit breaker or wiring malfunction.....	WP 0009, Page 3
c. Defective DCS.....	WP 0009, Page 5
51. EMERGENCY STOP push button fails to stop generator set	WP 0009, Page 5
EMERGENCY STOP push button failure	WP 0009, Page 5
52. No power to convenience receptacle or convenience receptacle fails to work	WP 0009, Page 6
Convenience receptacle is defective or has been subjected to a ground fault condition.....	WP 0009, Page 6
53. Circuit interrupter will not close or open	WP 0009, Page 7
Contactor or wiring malfunction	WP 0009, Page 7
54. Hour meter is no longer recording operating hours.....	WP 0009, Page 8
Defective hour meter	WP 0009, Page 8

Malfunction/Symptom**Troubleshooting Procedure WP and Page****ENGINE SYSTEM TROUBLESHOOTING WITH A DCS CODE**

55. [Fault 234: Overspeed Shutdown] displayed on DCS screen	WP 0010, Page 2
Large block load removal or vapor drawn into intake air passage	WP 0010, Page 2
56. [Fault 359: Fail to Start] displayed on DCS screen.	WP 0010, Page 3
a. Fuel tank is empty or improper connection.	WP 0010, Page 3
b. Dirty air cleaner element, intake air restriction, or excess backpressure.	WP 0010, Page 4
c. Fuel system malfunction.	WP 0010, Page 4
d. Fuel injection timing incorrect or governor actuator malfunction	WP 0010, Page 4
e. Improper clearance (open or close timing) of intake/exhaust valves	WP 0010, Page 5
f. Cold weather conditions	WP 0010, Page 5
g. Leaking cylinder head gasket	WP 0010, Page 5
h. Fuel injection malfunction.....	WP 0010, Page 6
i. Internal engine problem	WP 0010, Page 6
57. [Fault 415: Low Oil Pressure] displayed on DCS screen	WP 0010, Page 6
a. Low engine oil level.....	WP 0010, Page 7
b. Diluted engine oil.....	WP 0010, Page 7
c. Defective engine oil pressure sender.....	WP 0010, Page 8
d. Clogged oil strainer	WP 0010, Page 8
e. Internal engine problem	WP 0010, Page 8
58. [Fault 1438: Fail to Crank] displayed on DCS screen	WP 0010, Page 8
a. DEAD CRANK SWITCH is not in NORMAL position or will not turn over engine	WP 0010, Page 8
b. Battery connections are loose or batteries are insufficiently charged	WP 0010, Page 9
c. Defective starter or flywheel.....	WP 0010, Page 9
d. Defective wiring or DCS	WP 0010, Page 10
59. [Warning 143: Pre-Low Oil Pressure] displayed on DCS screen	WP 0010, Page 10
Engine oil malfunction.....	WP 0010, Page 10
60. [Warning 1992: High Speed Warning] displayed on DCS screen	WP 0010, Page 11
Engine speed malfunction	WP 0010, Page 11

ENGINE SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE

61. Evidence of fluid leakage found around engine	WP 0011, Page 2
a. Engine is leaking oil	WP 0011, Page 2
b. Engine is leaking coolant	WP 0011, Page 3
c. Engine is leaking fuel	WP 0011, Page 4
62. Engine cranks slowly and fails to start.....	WP 0011, Page 5
a. Battery connections are loose or batteries are insufficiently charged	WP 0011, Page 5

<u>Malfunction/Symptom</u>	<u>Troubleshooting Procedure WP and Page</u>
b. Dirty air cleaner element or intake air restriction	WP 0011, Page 5
c. Fuel system malfunction	WP 0011, Page 6
d. Fuel injection timing incorrect or governor actuator malfunction	WP 0011, Page 6
e. Cold weather conditions	WP 0011, Page 7
f. Starter is defective/wiring is incorrect	WP 0011, Page 7
g. Flywheel is defective	WP 0011, Page 7
h. Fuel injection malfunction.....	WP 0011, Page 8
i. Internal engine problem	WP 0011, Page 8
63. Engine will not shut down	WP 0011, Page 8
a. Governor actuator malfunction.....	WP 0011, Page 8
b. Engine control switch fault	WP 0011, Page 8
64. Engine cranks normally but fails to start.....	WP 0011, Page 9
Engine system malfunction.....	WP 0011, Page 9
65. Engine starts but stops after starting.....	WP 0011, Page 9
a. No or low fuel	WP 0011, Page 9
b. Fuel system malfunction	WP 0011, Page 9
c. Dirty air cleaner element or intake air restriction	WP 0011, Page 10
d. Fuel injection timing incorrect or governor actuator malfunction	WP 0011, Page 10
e. Engine control switch fault	WP 0011, Page 10
f. Fuel injection or DCS malfunction.....	WP 0011, Page 11
66. Engine stops suddenly during normal operation	WP 0011, Page 11
Engine malfunction	WP 0011, Page 11
67. Engine runs erratically, performs poorly (does not develop full power), or misfires.....	WP 0011, Page 11
a. Dirty air cleaner element	WP 0011, Page 11
b. Insufficient oil level	WP 0011, Page 11
c. Fuel system malfunction	WP 0011, Page 12
d. Fuel injection timing or governor actuator malfunction	WP 0011, Page 12
e. Dirty turbocharger blower.....	WP 0011, Page 12
f. Turbocharger waste gate valve malfunction	WP 0011, Page 13
g. Valves improperly adjusted	WP 0011, Page 13
h. Fuel injection malfunction.....	WP 0011, Page 13
i. Internal engine problem	WP 0011, Page 13
68. Engine stability or hunting problems	WP 0011, Page 14
High or low ambient temperatures	WP 0011, Page 14

Malfunction/Symptom**Troubleshooting Procedure WP and Page**

69. Excessive oil consumption	WP 0011, Page 14
a. Oil change overdue, incorrect grade or type (for ambient temperature range), or oil level too high	WP 0011, Page 14
b. Leakage from oil lines, oil filter, or valve cover	WP 0011, Page 14
c. Diluted engine oil	WP 0011, Page 15
d. Leaking crankcase rear bearing case cover seal	WP 0011, Page 15
e. Crankcase breather line clogged	WP 0011, Page 15
f. Improper seal of oil pan or clogged oil strainer	WP 0011, Page 15
g. Fuel injection malfunction	WP 0011, Page 16
h. Internal engine problem	WP 0011, Page 16
70. Engine knocks or makes excessive noise	WP 0011, Page 16
a. Oil level low	WP 0011, Page 16
b. Fuel injection or governor actuator malfunction	WP 0011, Page 17
c. Valves improperly adjusted	WP 0011, Page 17
d. Internal engine problem	WP 0011, Page 17
71. Abnormal or high-pitched ascending and descending sounds heard from engine compartment	WP 0011, Page 17
a. Turbocharger has a bent shaft or end play in shaft	WP 0011, Page 17
b. Dirty air cleaner element or intake air restriction	WP 0011, Page 17
c. Loose battery-charging alternator belt or defective pulleys	WP 0011, Page 18
d. Exhaust system malfunction	WP 0011, Page 18
e. Engine problem	WP 0011, Page 18
72. White smoke seen emitting from engine compartment	WP 0011, Page 18
a. Coolant leak	WP 0011, Page 18
b. Fuel injection timing or governor actuator malfunction	WP 0011, Page 19
c. Turbocharger lube oil line or outlet oil line leak	WP 0011, Page 20
d. Internal engine problem	WP 0011, Page 20
73. Blue or black smoke from engine compartment.	WP 0011, Page 20
Wires burning	WP 0011, Page 20
74. Oil mixed with coolant	WP 0011, Page 21
Leaking cylinder head assembly gasket or internal engine problem	WP 0011, Page 21
75. Oil mixed with fuel	WP 0011, Page 21
Internal engine problem	WP 0011, Page 21
76. Cold weather starting aids fail to work properly	WP 0011, Page 21
Cold weather starting aid malfunction	WP 0011, Page 21

Malfunction/Symptom**Troubleshooting Procedure WP and Page****EXHAUST SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE**

77. High pitched hiss or whistle heard at exhaust outlet with a decrease in engine performance.. WP 0012, Page 2
 High back pressure or restriction in exhaust system WP 0012, Page 2
78. Abnormal sound heard from exhaust system with a decrease in engine performance WP 0012, Page 3
 a. Exhaust system leak WP 0012, Page 3
 b. Internal engine problem WP 0012, Page 4
79. Intermittent hissing or popping noise is heard when engine is operating..... WP 0012, Page 4
 Exhaust manifold gasket leak..... WP 0012, Page 4
80. Buzzing or rattling sound heard..... WP 0012, Page 4
 Loose or missing hardware of exhaust component..... WP 0012, Page 4
81. Engine emits blue or black smoke with insufficient engine output WP 0012, Page 5
 a. Overloaded generator set WP 0012, Page 5
 b. Dirty air cleaner element WP 0012, Page 5
 c. Obstruction in air intake system..... WP 0012, Page 6
 d. High back pressure or restriction in exhaust system. WP 0012, Page 6
 e. Improper or contaminated fuel WP 0012, Page 7
 f. Improper open or close timing of intake/exhaust valves..... WP 0012, Page 7
 g. Too much oil in oil pan/too much oil added..... WP 0012, Page 7
 h. Engine used at high temperatures or at high altitude. WP 0012, Page 7
 i. Dirty turbocharger assembly WP 0012, Page 7
 j. Turbocharger assembly waste gate malfunction WP 0012, Page 8
 k. Fuel injection timing incorrect or governor actuator malfunction. WP 0012, Page 8
 l. Internal engine problem WP 0012, Page 8
82. Engine emits white exhaust smoke WP 0012, Page 9
 a. Fuel contaminated or improper fuel used WP 0012, Page 9
 b. Clogged exhaust pipe or muffler WP 0012, Page 9
 c. Clogged air filter WP 0012, Page 10
 d. Improper intake and exhaust valve open/closure WP 0012, Page 10
 e. Worn turbocharger assembly bearing..... WP 0012, Page 10
 f. Turbocharger lube oil line or outlet oil line leak WP 0012, Page 10
 g. Engine used at high temperatures or at high altitude WP 0012, Page 11
 h. Fuel injection timing incorrect or governor actuator malfunction WP 0012, Page 11
 i. Internal engine problem WP 0012, Page 12

Malfunction/Symptom

Troubleshooting Procedure WP and Page

WINTERIZATION KIT TROUBLESHOOTING

83. [Warning 3663: Winterization Kit Failure to Heat] displayed on DCS screen.....	WP 0013, Page 2
a. Fuel tank is empty	WP 0013, Page 2
b. Clogged intake port	WP 0013, Page 2
c. Clogged exhaust pipe	WP 0013, Page 3
d. Clogged winterization kit fuel pump or malfunctioning fuel system	WP 0013, Page 3
e. Winterization kit wiring or DCS failure.....	WP 0013, Page 3
84. [Warning 3671: Winterization Kit Low Voltage Warning] displayed on DCS screen	WP 0013, Page 5
a. Battery connections are loose or batteries are insufficiently charged	WP 0013, Page 5
b. Winterization kit wiring or DCS failure.....	WP 0013, Page 6
85. Winterization kit fails to turn off.....	WP 0013, Page 6
Defective flame or heat sensor.....	WP 0013, Page 6
86. Winterization kit activates under usual operating conditions.....	WP 0013, Page 7
Defective temperature sensor or DCS temperature sensor	WP 0013, Page 7

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
OPERATIONAL CHECKOUT

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

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References

WP 0008, Electrical System Troubleshooting with a DCS Code

WP 0009, Electrical System Troubleshooting without a DCS Code

WP 0010, Engine System Troubleshooting with a DCS Code

References

WP 0011, Engine System Troubleshooting without a DCS Code

WP 0016, Field PMCS

WP 0017, Remove/Install DCS

WP 0018, Repair DCS

WP 0036, Remove/Install Batteries

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

OPERATIONAL CHECKOUT**WARNING**

Exhaust discharge contains deadly gases, including carbon monoxide. Exhaust gases are most dangerous in places with poor ventilation. Do not operate generator set in an enclosed area unless exhaust discharge is properly vented. Failure to comply may cause injury or death to personnel.

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator set is running. Failure to comply may cause injury or death to personnel.

WARNING

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that soldiers working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

Shut down generator sets before performing inspection of load cables. Failure to comply may cause injury or death to personnel by electrocution.

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Hearing protection is required during maintenance or repair with engine running. Failure to comply can cause hearing loss.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

CAUTION

Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply may cause damage to equipment.

NOTE

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Perform Operational Checkout after all scheduled and unscheduled maintenance tasks.

Inspect Ground Connection

STEP

1. Ensure equipment conditions are met in order presented in initial setup.
2. Ensure ground rod is in ground.
3. Ensure ground cable is connected to output panel.
4. Ensure ground cable is connected to ground rod.
5. Open ground rod door on front panel.
6. Verify that all ground rods (three) have been used.

INDICATION/CONDITION

Ground rods remain in rack or ground rod is not properly installed.

CORRECTIVE ACTION

Install ground properly or install remaining ground rods as required (TM 9-6115-750-10).

STEP**WARNING**

High voltage is produced when this generator set is in operation. Do not contact output cables when operating this generator set. Failure to comply may cause injury or death to personnel.

Inspect connection of ground wire to ground rods for tightness and metal-to-metal contact.

INDICATION/CONDITION

Connection is loose. Metal-to-metal contact is interrupted.

CORRECTIVE ACTION

Tighten connections and reset metal-to-metal contact as required (TM 9-6115-750-10).

STEP**WARNING**

Shut down generator sets before performing inspection of load cables. Failure to comply may cause injury or death to personnel by electrocution.

1. Open output box assembly door.
2. Inspect connection of ground wire to ground post on output terminal board for tightness and metal-to-metal contact.

INDICATION/CONDITION

Connection is loose. Metal-to-metal contact is interrupted.

CORRECTIVE ACTION

Tighten connections and reset metal-to-metal contact as required (TM 9-6115-750-10).

Check DCS Function**STEP**

Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).

NOTE

Under normal operating conditions, the control panel display will take 4 sec or more to establish contact with the Display and Main Controller Boards. While contact is being established, the screen display is gray. It will be indicated in the mode and status lines as: [Genset Mode: Unknown] and [Establishing Communications]. The length of time the screen is either blank or gray depends on ambient temperature. See TM 9-6115-750-10 for cold weather operations.

INDICATION/CONDITION

Operator control screen is not operating.

CORRECTIVE ACTION

1. Ensure battery cables are connected (WP 0036, Remove/Install Batteries).
2. Ensure batteries are charged (WP 0036, Remove/Install Batteries).
3. Ensure wires in DCS are properly seated and in working condition (WP 0017, Remove/Install DCS).
4. Test DCS (WP 0018, Repair DCS) and replace DCS as required (WP 0017, Remove/Install DCS) if batteries are connected and charged and wires are attached and working properly, but DCS does not function.

STEP

1. Turn BATTLESHORT switch ON (TM 9-6115-750-10).
2. Watch DCS for [Warning 1131: Battle Short Active].

INDICATION/CONDITION

BATTLESHORT warning does not appear on DCS screen.

CORRECTIVE ACTION

Check wiring of DCS and BATTLESHORT switch and replace as required (WP 0017, Remove/Install DCS and WP 0018, Repair DCS).

Check Engine Function**STEP**

Start generator set (TM 9-6115-750-10).

INDICATION/CONDITION

Engine fails to start or never reaches rated speed.

CORRECTIVE ACTION**CAUTION**

Do not crank engine in excess of 15 sec. Allow starter to cool for at least 15 sec between attempted starts. Failure to comply may cause damage to equipment.

Troubleshoot engine (WP 0010, Engine System Troubleshooting with a DCS Code and WP 0011, Engine System Troubleshooting without a DCS Code).

Check AC Generator Functions**CAUTION**

All of the following steps must be performed before releasing the AMMPS generator set for use. Failure to comply may cause damage to equipment.

STEP**NOTE**

MEP 1041 operates at 400 Hz only. MEP 1041 needs to be checked for voltage/phase settings only. MEP 1040 operates at 50 Hz or 60 Hz and must be checked for voltage/phase and frequency. Repeat steps 1 through 4 with MEP 1040 set at each frequency. Set frequency on DCS using adjustments screen (TM 9-6115-750-10).

1. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
2. Set AC generator voltage selection switch to: 120/240-V, single-phase operation (TM 9-6115-750-10).
3. Push FAULT RESET (TM 9-6115-750-10) to clear [Warning 3667: Voltage Configuration Change] (WP 0006, Warnings and Fault Codes).
4. Start generator set (TM 9-6115-750-10).

INDICATION/CONDITION

Output is not as requested from operator's control screen (TM 9-6115-750-10).

CORRECTIVE ACTION

Troubleshoot electrical system (WP 0008, Electrical System Troubleshooting with a DCS Code and WP 0009, Electrical System Troubleshooting without a DCS Code).

STEP**NOTE**

MEP 1041 operates at 400 Hz only. MEP 1041 needs to be checked for voltage/phase settings only. MEP 1040 operates at 50 Hz or 60 Hz and must be checked for voltage/phase and frequency. Repeat steps 1 through 4 with MEP 1040 set at each frequency. Set frequency on DCS using adjustments screen (TM 9-6115-750-10).

1. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
2. Set AC generator voltage selection switch to: 120/208-V, three-phase operation (TM 9-6115-750-10).
3. Push FAULT RESET (TM 9-6115-750-10) to clear [Warning 3667: Voltage Configuration Change] (WP 0006, Warnings and Fault Codes).
4. Start generator set (TM 9-6115-750-10).

INDICATION/CONDITION

Output is not as requested from operator's control screen (TM 9-6115-750-10).

CORRECTIVE ACTION

Troubleshoot electrical system (WP 0008, Electrical System Troubleshooting with a DCS Code and WP 0009, Electrical System Troubleshooting without a DCS Code).

STEP**NOTE**

MEP 1041 operates at 400 Hz only. MEP 1041 needs to be checked for voltage/phase settings only. MEP 1040 operates at 50 Hz or 60 Hz and must be checked for voltage/phase and frequency. Repeat steps 1 through 4 with MEP 1040 set at each frequency. Set frequency on DCS using adjustments screen (TM 9-6115-750-10).

1. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
2. Set AC generator voltage selection switch to: 120-V, single-phase operation (TM 9-6115-750-10).
3. Push FAULT RESET (TM 9-6115-750-10) to clear [Warning 3667: Voltage Configuration Change] (WP 0006, Warnings and Fault Codes).
4. Start generator set (TM 9-6115-750-10).

INDICATION/CONDITION

Output is not as requested from operator's control screen (TM 9-6115-750-10).

CORRECTIVE ACTION

Troubleshoot electrical system (WP 0008, Electrical System Troubleshooting with a DCS Code and WP 0009, Electrical System Troubleshooting without a DCS Code).

STEP

1. Start generator set (TM 9-6115-750-10).
2. Allow generator set to warm up for 5 min.
3. Press AC CIRCUIT INTERRUPT button (TM 9-6115-750-10).
4. Look for CONTACTOR CLOSED indication on screen (TM 9-6115-750-10).

INDICATION/CONDITION

Contactor does not close.

CORRECTIVE ACTION

Troubleshoot electrical system (WP 0008, Electrical System Troubleshooting with a DCS Code and WP 0009, Electrical System Troubleshooting without a DCS Code).

STEP**WARNING**

High voltage is produced when this generator set is in operation. Do not contact output cables when operating this generator set. Failure to comply may cause injury or death to personnel.

Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).

INDICATION/CONDITION

Generator set will not hold rated load for 30 minutes.

CORRECTIVE ACTION

Troubleshoot electrical or engine system (WP 0008, Electrical System Troubleshooting with a DCS Code, WP 0009, Electrical System Troubleshooting without a DCS Code, WP 0010, Engine System Troubleshooting with a DCS Code, and WP 0011, Engine System Troubleshooting without a DCS Code).

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
WARNING AND FAULT CODES

INITIAL SETUP:

Personnel Required

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References

TM 9-6115-750-10

TM 9-6115-756-13&P

WP 0007, Cooling System Troubleshooting with a DCS Code

References

WP 0008, Electrical System Troubleshooting with a DCS Code

WP 0010, Engine System Troubleshooting with a DCS Code

WP 0013, Winterization Kit Troubleshooting

WP 0040, Service Fuel System

WP 0060, Remove/Install Current Transformers

DCS WARNING AND FAULT CODES

The AMMPS DCS displays real-time fault and warning codes on the top two lines of the operator main screen. Faults will result in equipment shut down. Warnings indicate items that may result in faults if unattended. The descriptions displayed on-screen and listed below provide detail about the occurrence of the fault code or warning code. By accessing the [Maintenance] screen (TM 9-6115-750-10), troubleshooting suggestions can be accessed and possible solutions indicated. The DCS must be reset using FAULT RESET switch as faults and warnings are addressed. Use the codes displayed by the DCS and the "ACTION" column in Table 1 and Table 2 to resolve problems with the AMMPS system.

Table 1. Fault Codes.

CODE AND PANEL TEXT	MAINTENANCE SCREEN DESCRIPTION	ACTION
[Fault 115: Speed Signal Lost]	[Engine Magnetic Crankshaft Speed/Position lost both of two signals — Data Erratic Intermittent or Incorrect.]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 151: High Coolant Temp]	[Engine Coolant Temperature — Data Valid but Above Normal Operational Range — Most Severe Level]	WP 0007, Cooling System Troubleshooting with a DCS Code.
[Fault 234: Overspeed Shutdown]	[Engine Crankshaft Speed/Position — Data Valid but Above Normal Operational Range — Most Severe Level]	WP 0010, Engine System Troubleshooting with a DCS Code.
[Fault 359: Fail to Start]	[Engine Failed Automatic Start — Condition Exists]	WP 0010, Engine System Troubleshooting with a DCS Code.
[Fault 415: Low Oil Pressure]	[Engine Oil Rifle Pressure — Data Valid but Below Normal Operational Range — Most Severe Level]	WP 0010, Engine System Troubleshooting with a DCS Code.
[Fault 1433: Local E-Stop]	[Local E-Stop Button Engaged]	The local EMERGENCY STOP button has been pressed. Pull the button out. Acknowledge the faults and reset them to return to normal operating mode. If symptom continues, see WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1434: Remote E-Stop]	[Remote E-Stop Signal Active]	Turn off the remote emergency stop. Acknowledge the faults and reset them to return to normal operating mode. If symptom continues, see WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1438: Fail To Crank]	[Engine Failed To Crank]	WP 0010, Engine System Troubleshooting with a DCS Code.
[Fault 1445: Short Circuit]	[Alternator Current is Greater Than 175% of Maximum Line Current]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1446: High AC Voltage]	[AC Output Voltage is Greater Than High AC Voltage Threshold (130%)]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1447: Low AC Voltage]	[AC Output Voltage is Less Than Low AC Voltage Threshold (70%)]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1448: Underfrequency]	[Generator AC Output Frequency — Data Valid But Below Normal Operating Range — Moderately Severe Level]	WP 0008, Electrical System Troubleshooting with a DCS Code.

Table 1. Fault Codes — Continued.

CODE AND PANEL TEXT	MAINTENANCE SCREEN DESCRIPTION	ACTION
[Fault 1452: Genset Contactor Fail To Close]	[Genset Contactor Failed to Close Within the Specified Close Time Delay]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1453: Genset Contactor Fail To Open]	[Genset Contactor Failed to Open Within the Specified Open Time Delay]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1459: Reverse Power]	[Generator is Absorbing Power from the Bus]	Ensure orientation of current transformers is correct (WP 0060, Remove/Install Current Transformers). See TM 9-6115-756-13&P if symptom continues..
[Fault 1461: Loss of Field]	[Generator is Absorbing Reactive Power from the Bus]	TM 9-6115-756-13&P.
[Fault 1472: High Current Shutdown]	[Alternator Current is Between 110% — 175% of Maximum Line Current for More Than the Shutdown Set Time]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 1918: Fuel Level Low]	[Very Low Fuel Level Detected by the Analog Sensor]	Fill generator set with proper fuel (WP 0040, Service Fuel System). See WP 0008, Electrical System Troubleshooting with a DCS Code if symptom continues.
[Fault 2335: Excitation Fault]	[Loss of AC Phase Voltage Sensing — Condition Exists]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 2914: Genset AC Meter Failed]	[Genset AC Meter Chip Failed Health Check]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 2972: Field Overload]	[AVR Field at Maximum Field Drive Limit for Greater than the Maximum Field Time]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 3659: Switch Box Fail To Open]	[The Switch Box Contactor Failed to Open Within Specified Open Time Delay]	TM 9-6115-756-13&P.
[Fault 3664: Invalid Genset Configuration]	[Engine Model Identification Bits are Set to an Invalid Setting]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 3665: Invalid Voltage Configuration]	[Output Voltage Configuration is Invalid for the Given Genset Configuration]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 3668: Output Voltage Config Bit 0 Changed]	[The State of the Output Voltage Configuration Bit 0 has Changed]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 3669: Output Voltage Config Bit 1 Changed]	[The State of the Output Voltage Configuration Bit 1 has Changed]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 3673: Convenience Receptacle AC Meter Failed]	[Convenience Receptacle AC Meter Chip Failed Health Check]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Fault 3677: Genset Configuration Factory Test Fault]	[Genset Configuration ID Bits Do Not Match the Expected Genset Configuration]	WP 0008, Electrical System Troubleshooting with a DCS Code.

Table 2. Warning Codes.

CODE AND PANEL TEXT	MAINTENANCE SCREEN DESCRIPTION	ACTION
[Warning 135: Oil Pressure Sensor High]	[Engine Oil Rifle Pressure 1 Sensor Circuit — Voltage Above Normal, or Shorted to High Source]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 141: Oil Pressure Sensor Low]	[Engine Oil Rifle Pressure 1 Sensor Circuit — Voltage Below Normal, or Shorted to Low Source]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 143: Pre-Low Oil Pressure]	[Engine Oil Rifle Pressure — Data Valid but Below Normal Operational Range — Moderately Severe Level]	WP 0010, Engine System Troubleshooting with a DCS Code.
[Warning 144: Coolant Temp Sensor OOR High]	[Engine Coolant Temperature 1 Sensor Circuit — Voltage Above Normal, or Shorted to High Source]	WP 0008, Electrical System Troubleshooting with a DCS Code
[Warning 145: Coolant Temp Sensor OOR Low]	[Engine Coolant Temperature 1 Sensor Circuit — Voltage Below Normal, or Shorted to Low Source]	WP 0008, Electrical System Troubleshooting with a DCS Code
[Warning 146: Pre-High Coolant Temp]	[Engine Coolant Temperature — Data Valid but Above Normal Operational Range — Moderately Severe Level]	WP 0007, Cooling System Troubleshooting with a DCS Code.
[Warning 319: Real Time Clock Error]	[Real Time Clock Power Interrupt — Data Erratic, Intermittent, or Incorrect]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 441: Low Battery Voltage]	[Battery 1 Voltage — Data Valid but Below Normal Operational Range — Moderately Severe Level]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 442: High Battery Voltage]	[Battery 1 Voltage — Data Valid but Above Normal Operational Range — Moderately Severe Level]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1131: Battle Short Active]	[Battle Short Mode Active]	Displays on DCS screen when BATTLESHORT switch is ON (WP 0008, Electrical System Troubleshooting with a DCS Code).
[Warning 1416: Fail to Shutdown]	[The System Has Failed to Shutdown]	Displays on DCS screen when BATTLESHORT switch is ON and a fault occurs. Switch off BATTLESHORT (TM 9-6115-750-10) as required to address fault.
[Warning 1417: Power Down Failure]	[The System Has Failed to Power Down]	WP 0008, Electrical System Troubleshooting with a DCS Code.

Table 2. Warning Codes — Continued.

CODE AND PANEL TEXT	MAINTENANCE SCREEN DESCRIPTION	ACTION
[Warning 1441: Low Fuel Level]	[Low Fuel Level Detected by the Analog Sensor]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1442: Weak Battery]	[Battery Voltage Below Normal Operating Voltage During Genset Startup]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1444: KW Overload]	[The KW Load on Genset is Over the Overload Warning Threshold Continuously for More Than the Overload Warning Set Time]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1449: Overfrequency]	[Generator AC Output Frequency — Data Valid But Above Normal Operating Range — Moderately Severe Level]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1451: Genset/Bus Voltage Mismatch]	[Genset Output Voltage and Bus Voltage are Out of Calibration]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1456: Bus Out Of Synchronization Range]	[Bus Voltage and/or Frequency are Outside Set Limits for Synchronizing]	TM 9-6115-756-13&P.
[Warning 1457: Fail To Synchronize]	[Genset Failed to Synchronize within Set Time]	TM 9-6115-756-13&P.
[Warning 1458: Synch Phase Rotation Mismatch]	[Genset and Bus Phase Rotations are Reading Opposite for More Than the Dedicated Set Time]	TM 9-6115-756-13&P.
[Warning 1469: Speed/Hz Mismatch]	[Genset Measured Speed and AC Output Frequency Conflict — Condition Exists]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1471: High Current Warning]	[Alternator Current Reading Between 110% – 175% of Maximum Line Current for More than the Warning Set Time]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1689: Reset Real Time Clock]	[Power to the RTC Chip has been Lost, Clock no Longer Accurate]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 1992: High Speed Warning]	[Engine Crankshaft Speed/Position — Data Valid but Above Normal Operational Range — Moderately Severe Level]	WP 0010, Engine System Troubleshooting with a DCS Code.
[Warning 2336: Checksum Fault]	[The Controller Checksum Calculation Differs From the Calibration Download]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 2915: Gen Bus AC Meter Failed]	[Genset Bus AC Meter Chip Failed Health Check]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 2917: Genset Bus Voltage High]	[Genset Bus Voltage — Voltage Above Normal, or Shorted to High Source]	WP 0008, Electrical System Troubleshooting with a DCS Code.

Table 2. Warning Codes — Continued.

CODE AND PANEL TEXT	MAINTENANCE SCREEN DESCRIPTION	ACTION
[Warning 2936: Fuel Level Sensor High]	[Fuel Level OOR High Fault from the I/O Module]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 2937: Fuel Level Sensor Low]	[Fuel Level OOR Low Fault from the I/O Module]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 2967: Governor Fault]	[The Governor Fault Output is Active]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 2968: AVR Fault]	[The AVR Fault Output is Active]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 3658: Switch Box Fail To Close]	[The Switch Box Contactor Failed to Close Within Specified Close Time Delay]	TM 9-6115-756-13&P.
[Warning 3661: Maintenance Item is Active]	[The Time Interval for a Genset Maintenance Item or Deferred Maintenance Item has Expired and Requires a Maintenance Action]	Address maintenance item and perform as required. Reset code once maintenance item is addressed (TM 9-6115-750-10).
[Warning 3662: Battery Discharge]	[Battery Discharge Condition Detected]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 3663: Winterization Kit Failure to Heat]	[Winterization Kit Failed to Heat Engine Coolant]	WP 0013, Winterization Kit Troubleshooting.
[Warning 3666: Master Control Switch Configuration]	[The Number of Active Master Control Switch Inputs is Not Equal to 1]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 3667: Voltage Configuration Change]	[The Output Voltage Configuration has Changed]	Displays on DCS screen when voltage selection switch is used to changed the generator set voltage configuration (TM 9-6115-750-10). Push FAULT RESET switch to clear fault on DCS display.
[Warning 3671: Winterization Kit Low Voltage Warning]	[The Genset Battery Voltage is Too Low to Run Winterization Kit]	WP 0013, Winterization Kit Troubleshooting.
[Warning 3672: Automatic Field Flash Not Complete]	[The Field Flash Cycle did not Complete Successfully]	WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 3674: Genset Configuration Change]	[The Genset Configuration has Changed]	Displays on DCS screen when the DCS recognize the configuration has changed. This warning is most likely when a DCS is moved from one size generator set to a different size generator set. Push FAULT RESET and continue normal use of the generator set. If symptom continues, see WP 0008, Electrical System Troubleshooting with a DCS Code.
[Warning 3678: Genset Frequency Changed]	[The Genset Frequency has Changed]	MEP 1040 only. Displays on DCS screen after changing generator set frequency from 60 Hz to 50 Hz or 50 Hz to 60 Hz (TM 9-6115-750-10). Push FAULT RESET switch to clear fault on DCS display.

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
COOLING SYSTEM TROUBLESHOOTING WITH A DCS CODE

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

91D (1)

References

TM 9-6115-750-10

WP 0008, Electrical System Troubleshooting with a DCS Code

WP 0011, Engine System Troubleshooting without a DCS Code

WP 0012, Exhaust System Troubleshooting without a DCS Code

WP 0013, Winterization Kit Troubleshooting

WP 0016, Field PMCS

WP 0017, Remove/Install DCS

WP 0018, Repair DCS

WP 0021, Service Cooling System

WP 0022, Remove/Install Coolant Recovery System

WP 0023, Remove/Install Cooling Fan

WP 0024, Remove/Install Radiator Hoses and Tube Assemblies

References

WP 0025, Remove/Install Winterization Kit Components

WP 0027, Remove/Install Radiator Assembly

WP 0036, Remove/Install Batteries

WP 0050, Remove/Install Relay Panel

WP 0051, Remove/Install Engine Wiring Harness

WP 0063, Remove/Install 50/60 Hz Engine Assembly

WP 0064, Remove/Install 400 Hz Engine Assembly

WP 0065, Service Lubrication System

WP 0067, Remove/Install Oil Cooler

WP 0068, Remove/Install Fuel Injectors

WP 0069, Remove/Install Fuel Injection Pump

WP 0070, Remove/Install Water Pump

WP 0071, Remove/Install Thermostat

WP 0073, Remove/Install Battery-Charging Alternator Belt

WP 0095, General Maintenance

Foldout Pages

COOLING SYSTEM TROUBLESHOOTING WITH A DCS CODE**WARNING**

Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Failure to comply may cause injury or death to personnel.

NOTE

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Read the entire corrective action sequence before beginning steps to complete corrective action for a malfunction.

FAULT RESET switch must be pushed to clear each fault code as it is addressed.

Capture spilled fluids and dispose of IAW local SOP.

SYMPTOM

[Fault 151: High Coolant Temperature] displayed on DCS screen.

NOTE

[Warning 146: Pre-High Coolant Temperature] is displayed on the DCS screen when coolant temperature reaches 220°F (104.4°C). [Fault 151: High Coolant Temperature] is displayed on the DCS screen and results in a generator set shutdown when coolant temperature reaches 230°F (110°C).

MALFUNCTION

Low coolant level, improper type used, or clogged cooling fins in radiator.

CORRECTIVE ACTION**WARNING**

- Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

- Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

STEP 1. Check coolant level in coolant overflow bottle first and then check coolant level in radiator. Add coolant as required (TM 9-6115-750-10).

STEP 2. Check radiator for excessive debris or clogs on cooling fins. Clean as required (WP 0021, Service Cooling System).

STEP 3. If symptom continues, verify proper type of coolant is used (TM 9-6115-750-10).

STEP 4. If improper coolant or mixture is suspected, drain cooling system and fill with proper coolant (WP 0021, Service Cooling System).

STEP 5. If leak is suspected or symptom continues, proceed to next malfunction.

MALFUNCTION

Loose, defective, or improperly fitted radiator cap or coolant overflow bottle cap.

CORRECTIVE ACTION

WARNING

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

STEP 1. Check for loose, improperly fitted, or visible defective radiator cap and coolant overflow bottle cap.

STEP 2. Install properly if loose or improperly fitted or replace if defective (WP 0027, Remove/Install Radiator Assembly and WP 0022, Remove/Install Coolant Recovery System).

STEP 3. If properly secured, test radiator cap to determine proper operation (WP 0021, Service Cooling System).

STEP 4. If defective, replace as required (WP 0027, Remove/Install Radiator Assembly).

STEP 5. Check coolant level in coolant overflow bottle and radiator and add coolant as required (TM 9-6115-750-10).

STEP 6. If symptom continues, proceed to next malfunction.

MALFUNCTION

Coolant system leak.

CORRECTIVE ACTION

WARNING

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

STEP 1. Perform a cooling system pressure check at radiator (WP 0021, Service Cooling System).

- STEP 2. If loss of pressure is observed on gage of cooling system tester, proceed to STEP 4.
- STEP 3. If no loss of pressure is observed, proceed to next malfunction.
- STEP 4. Check radiator and coolant overflow bottle hoses and clamps (WP 0022, Remove/Install Coolant Recovery System and WP 0024, Remove/Install Radiator Hose and Tube Assemblies), hoses and clamps at water pump (WP 0070, Remove/Install Water Pump), hoses and clamps at winterization kit (as required) (WP 0025, Remove/Install Winterization Kit Components), and hoses and clamps at oil cooler (WP 0067, Remove/Install Oil Cooler) for signs of leakage. Replace any hose or clamp as necessary.
- STEP 5. Check radiator for signs of leaks and replace as required (WP 0027, Remove/Install Radiator Assembly).
- STEP 6. Check coolant overflow bottle for signs of leaks and replace as required (WP 0022, Remove/Install Coolant Recovery System).
- STEP 7. Check water pump and hoses for leaks. Check cold start device hoses to and from water pump and cold start device. Replace water pump, hoses, or gasket as required (WP 0070, Remove/Install Water Pump).
- STEP 8. Check freeze plugs on engine for leaks. Replace freeze plugs if leaks are found (WP 0095, General Maintenance).
- STEP 9. Flush cooling system and fill as required (WP 0021, Service Cooling System).
- STEP 10. If symptom continues, proceed to next malfunction.

MALFUNCTION

Inoperable thermostat.

CORRECTIVE ACTION

WARNING

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

- STEP 1. Test thermostat and replace as required (WP 0071, Remove/Install Thermostat).
- STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Inoperable cooling fan.

CORRECTIVE ACTION**WARNING**

Cooling fan has sharp blades. Use caution and wear gloves when removing or installing fan. Failure to comply may cause injury or death to personnel.

NOTE

Cooling fan should run at high Pulse Width Modulated (PWM) signal when coolant temperature is above 223°F (106.1°C). Fan speed (controlled by PWM signal) is dependent on coolant temperature.

STEP 1. Check air intake for obstruction and remove any obstruction.

STEP 2. Test cooling fan operation by disconnecting engine temperature sensor wire (WP 0070, Remove/Install Water Pump) or by using InPower AMMPS software (WP 0095, General Maintenance).

STEP 3. Start generator set and allow it to reach rated speed (TM 9-6115-750-10).

NOTE

Fan(s) should run at high PWM signal.

STEP 4. Compare fan speed visually or with InPower AMMPS software (WP 95, General Maintenance) to coolant temperature. See Table 1.

Table 1. Cooling Fan PWM Signal.

COOLANT TEMPERATURE °F (°C)	PERCENTAGE OF PWM
-60°F (-51.1°C)	0
198°F (92.2°C)	0
199°F (92.7°C)	0
200°F (93.3°C)	20
210°F (98.9°C)	51
220°F (104.4°C)	69
223°F (106.1°C)	75
227°F (108.3°C)	75

STEP 5. If fan is not operating, install engine temperature sensor connector and check cooling fan circuit breaker and relay, resetting or replacing as required (WP 0050, Remove/Install Relay Panel).

STEP 6. If cooling fan is found to be operating properly, install engine temperature sensor connector and proceed to next malfunction.

STEP 7. If symptom continues, remove battery ground cable (WP 0036, Remove/Install Batteries) and use wiring diagrams and a multimeter set to test continuity to check cooling fan wiring to relay panel and DCS for opens or shorts (WP 0095, General Maintenance and Foldout Pages).

STEP 8. Replace or repair wiring or connectors as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).

STEP 9. If symptom continues, replace cooling fan (WP 0023, Remove/Install Cooling Fan).

STEP 10. If symptom continues, check DCS LEDs and replace as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

MALFUNCTION

Defective temperature sensor.

CORRECTIVE ACTION

STEP 1. Troubleshoot IAW [Warning 144: Coolant Temp Sensor OOR High] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Generator set overload.

CORRECTIVE ACTION

STEP 1. Check for generator set overload by checking the generator line current indicator on the generator status display screen.

STEP 2. Proceed to next malfunction if generator set is operating at proper load.

STEP 3. If load is too great for the generator set, replace with a larger generator set to match load requirements.

MALFUNCTION

Excessive slack in battery-charging alternator belt causing water pump malfunction.

CORRECTIVE ACTION

STEP 1. Check battery-charging alternator belt for proper tension and excessive wear. Replace as required (WP 0073, Remove/Install Battery-Charging Alternator Belt).

STEP 2. Check water pump pulley for smooth turning and proper seating of belt.

STEP 3. Replace water pump pulley if malfunction is detected (WP 0070, Remove/Install Water Pump).

STEP 4. If not defective, proceed to next malfunction.

MALFUNCTION

Improperly operating water pump.

CORRECTIVE ACTION

- STEP 1. Turn shaft/pulley of water pump to feel for excessive resistance and play in the shaft.
- STEP 2. Replace water pump if improper operation is suspected (WP 0070, Remove/Install Water Pump).
- STEP 3. Observe engine temperature after replacement and check for engine overheating.
- STEP 4. If water pump is operating properly, proceed to next malfunction.

MALFUNCTION

Insufficient cooling effect of radiator.

CORRECTIVE ACTION**WARNING**

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

- STEP 1. Check radiator for excessive debris or clogs on cooling fins. Clean as required (WP 0021, Service Cooling System).
- STEP 2. Check hoses for obstructions, rust, or buildup and for signs of kinking causing restriction. Repair or replace as required (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
- STEP 3. Observe engine temperature on DCS screen (TM 9-6115-750-10).
- STEP 4. Replace radiator if insufficient cooling effect of radiator continues (WP 0027, Remove/Install Radiator Assembly).
- STEP 5. If not defective, proceed to next malfunction.

MALFUNCTION

Low engine oil level.

CORRECTIVE ACTION

- STEP 1. Add oil to the proper level (TM 9-6115-750-10).
- STEP 2. If engine oil is low, troubleshoot lubrication system for oil consumption (WP 0011, Engine System Troubleshooting without a DCS Code).
- STEP 3. If full, proceed to next malfunction.

MALFUNCTION

Clogged muffler or clog in exhaust system.

CORRECTIVE ACTION**WARNING**

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

STEP 1. Troubleshoot exhaust system for restriction (high back pressure/restriction in exhaust system) (WP 0012, Exhaust System Troubleshooting without a DCS Code).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Engine used at high temperatures or at high altitude.

CORRECTIVE ACTION

STEP 1. Check output drop and load matching requirements. Reduce load as required (TM 9-6115-750-10).

STEP 2. If not applicable, proceed to next malfunction.

MALFUNCTION

Improper fuel injection.

CORRECTIVE ACTION**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

STEP 1. Check fuel injectors for proper spray pattern and pressure rating and replace fuel injectors as required (WP 0068, Remove/Install Fuel Injectors).

STEP 2. If not defective, proceed to next malfunction.

MALFUNCTION

Incorrect fuel injection timing or governor actuator fault.

CORRECTIVE ACTION

STEP 1. Troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

STEP 2. If symptom continues, check fuel injection pump timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 3. Replace fuel injection pump if timing cannot be adjusted or if found defective (WP 0069, Remove/Install Fuel Injection Pump).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

STEP 1. Perform an engine compression check (WP 0062, Test Engine Compression).

STEP 2. If compression check reveals fault, replace cylinder head gasket (WP 0096, Replace Cylinder Head Gasket).

STEP 3. If symptom continues, replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

[Warning 146: Pre-High Coolant Temperature] displayed on DCS screen.

MALFUNCTION

Cooling system malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 151: High Coolant Temperature] displayed on DCS screen symptom.

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
ELECTRICAL SYSTEM TROUBLESHOOTING WITH A DCS CODE

INITIAL SETUP:**Test Equipment**

Cable, Remote Control (WP 0162, Table 2, Item 10)
 Test Set, Electronic Systems (WP 0162, Table 2, Item 35)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

91D (1)
 Assistant (1)

References

TM 9-6115-750-10
 TM 9-6115-756-13&P
 WP 0002, Equipment Description and Data
 WP 0009, Electrical Troubleshooting without a DCS Code
 WP 0011, Engine System Troubleshooting without a DCS Code
 WP 0016, Field PMCS
 WP 0017, Remove/Install DCS
 WP 0018, Repair DCS
 WP 0036, Remove/Install Batteries
 WP 0037, Remove/Install Main DC Circuit Breaker
 WP 0040, Service Fuel System
 WP 0046, Remove/Install Fuel Level Sensor
 WP 0050, Remove/Install Relay Panel
 WP 0051, Remove/Install Engine Wiring Harness

References

WP 0053, Remove/Install 50/60 Hz AC Generator Assembly
 WP 0054, Remove/Install 400 Hz AC Generator Assembly
 WP 0055, Test AC Generator
 WP 0056, Remove/Install Contactor
 WP 0057, Remove/Install Output Terminal Board
 WP 0058, Remove/Install Voltage Selection Switch
 WP 0060, Remove/Install Transformers
 WP 0061, Remove/Install Printed Circuit Board Module
 WP 0063, Remove/Install 50/60 Hz Engine Assembly
 WP 0064, Remove/Install 400 Hz Engine Assembly
 WP 0069, Remove/Install Fuel Injection Pump
 WP 0070, Remove/Install Water Pump
 WP 0073, Remove/Install Battery-Charging Alternator Belt
 WP 0074, Remove/Install Battery-Charging Alternator Assembly
 WP 0083, Remove/Install Flywheel
 WP 0085, Remove/Install Engine Speed Sensor
 WP 0088, Test Engine Oil Pressure
 WP 0095, General Maintenance
 Foldout Pages

ELECTRICAL SYSTEM TROUBLESHOOTING WITH A DCS CODE

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator sets are operating. Failure to comply may cause injury or death to personnel.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Read the entire corrective action sequence before beginning steps to complete corrective action for a malfunction.

FAULT RESET switch must be pushed to clear each fault code as it is addressed.

SYMPTOM

[Fault 115: Speed Signal Lost] displayed on DCS screen.

MALFUNCTION

Engine speed sensor malfunction.

CORRECTIVE ACTION

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 1. Inspect engine speed sensor for loose wires, loose connections, and improper gap (WP 0085, Remove/Install Engine Speed Sensor).
- STEP 2. Remove engine speed sensor to clean tip, adjust engine speed sensor gap, or (WP 0085) replace or repair wiring as required (WP 0051, Remove/Install Engine Wiring Harness) (WP 0095, General Maintenance).
- STEP 3. If symptom continues, remove wiring connector and use a multimeter selected for Ohms scale to measure resistance of engine speed sensor between the two pins (WP 0095, General Maintenance).
- STEP 4. If value of resistance measured in STEP 3 is within 225 to 275 Ohms (Ω) range, engine speed sensor is operable. Proceed to STEP 6.

- STEP 5. If value of resistance measured in STEP 3 is not within 225 to 275 Ω range, engine speed sensor is open or shorted. Replace engine speed sensor (WP 0085, Remove/Install Engine Speed Sensor).
- STEP 6. If malfunction continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries) and use wiring diagrams (Foldout Pages) to check wiring from sensor to DCS for shorts or opens using a multimeter set to test continuity (WP 0095).
- STEP 7. Repair or replace wiring as required (WP 0095, General Maintenance) (WP 0051, Remove/Install Engine Wiring Harness).
- STEP 8. If symptom continues, troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom.
- STEP 9. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 1433: Local E-Stop] displayed on DCS screen.

MALFUNCTION

Malfunctioning EMERGENCY STOP push button or malfunctioning DCS.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 1. Ensure EMERGENCY STOP push button is pulled out and attempt to reset the fault code by pressing FAULT RESET switch.
- STEP 2. If symptom continues, test EMERGENCY STOP push button and replace as required (WP 0018, Repair DCS).
- STEP 3. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 1434: Remote E-Stop] displayed on DCS screen.

MALFUNCTION

Defective remote control cable, pins on DCS, or remote operating source.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 1. If operating from a remote source, ensure remote emergency stop was not intentionally activated from a remote source. Proceed to STEP 3.
- STEP 2. If not operating from a remote source, proceed to STEP 9.
- STEP 3. Confirm reason for use of remote emergency stop and continue normal operation as required.
- STEP 4. If remote emergency stop was not intentionally activated, restart computer and reconnect to DCS (TM 9-6115-750-10).
- STEP 5. If symptom continues, inspect remote control cable and computer for damaged, missing, or bent pins where connector of remote control cable attaches.
- STEP 6. Replace remote control cable or computer as required.
- STEP 7. If symptom continues, disconnect remote control cable and use a multimeter set to check continuity to test remote control cable for opens or shorts (WP 0095, General Maintenance).
- STEP 8. Replace remote control cable as required.
- STEP 9. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 1445: Short Circuit] displayed on DCS screen.

MALFUNCTION

Load cables have been shorted or overloaded.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 1. Verify that load cables have been deenergized.
- STEP 2. Inspect load cables, load, and output box visually for signs of wire damage or short circuit. Repair or replace wires or components as required (WP 0057, Remove/Install Output Terminal Board, WP 0056, Remove/Install Contactor, WP 0058, Remove/Install Voltage Selection Switch, and WP 0060, Remove/Install Transformers).
- STEP 3. If symptom continues, check operation by disconnecting load cables from generator set and restarting generator set (TM 9-6115-750-10).

- STEP 4. If generator set reaches rated speed without fault code shutdown, shutdown generator set, verify proper load, and connect load cables (TM 9-6115-750-10). Proceed to STEP 6.
- STEP 5. If generator set operation results in a fault code shutdown, proceed to STEP 8.
- STEP 6. If symptom continues, ensure load cables are completely disconnected and inspect load and load cables for shorts using a multimeter set to test continuity (WP 0095, General Maintenance). Replace as required.
- STEP 7. If symptom continues, compare load demands with generator set capacity and utilize a larger generator set if load is too great for current size generator set.

WARNING

Dangerously high voltage can exist across CT output with engine operating. CT can explode if disconnected from load with engine running. Do not disconnect CT with AC generator rotating. Failure to comply may cause injury or death to personnel by electrocution.

- STEP 8. If symptom continues, check CTs for cracks, signs of heat damage, and resistance (WP 0060, Remove/Install Transformers). Replace as required (WP 0060, Remove/Install Transformers).
- STEP 9. If symptom continues, use wiring diagrams and inspect CT wires from CTs to printed circuit board module and from printed circuit board module to DCS for loose connections or damage (Foldout Pages).
- STEP 10. Repair or replace wiring as required (WP 0061, Remove/Install Printed Circuit Board Module, WP 0060, Remove/Install Transformers, WP 0017, Remove/Install DCS, and WP 0095, General Maintenance).
- STEP 11. If symptom continues, inspect wiring, connectors, and pins on connectors from the contactor to J511 on printed circuit board module for loose connections or damage. Replace as required (WP 0061, Remove/Install Printed Circuit Board Module).
- STEP 12. Inspect wiring running from contactor to output terminals and from contactor to voltage selection switch for loose connections or damage. Replace or repair as required (WP 0056, Remove/Install Contactor) (WP 0095, General Maintenance).
- STEP 13. Inspect busbars on contactor for damage and replace as required (WP 0056, Remove/Install Contactor).
- STEP 14. Inspect wiring, connectors, and pins on connectors running from the DCS to printed circuit board module for loose connections and damage. Replace as required (WP 0061, Remove/Install Printed Circuit Board Module).
- STEP 15. If symptom continues, test contactor for proper operation and replace as required (WP 0056, Remove/Install Contactor).
- STEP 16. If symptom continues, check DCS LEDs and replace as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 1446: High AC Voltage] displayed on DCS screen.

MALFUNCTION

Incorrect setting or shorted load.

CORRECTIVE ACTION

- STEP 1. Clear fault and restart generator set (TM 9-6115-750-10).
- STEP 2. If symptom continues, check operation by disconnecting load cables from generator set and restarting generator set (TM 9-6115-750-10).
- STEP 3. If generator set reaches rated speed without fault code shutdown, shutdown generator set, verify proper load, and connect load cables (TM 9-6115-750-10). Proceed to STEP 5.
- STEP 4. If generator set operation results in a fault code shutdown, troubleshoot IAW [Fault 2335: Excitation Fault] displayed on DCS screen symptom.
- STEP 5. If symptom continues, verify that voltage selection matches load requirements (TM 9-6115-750-10).
- STEP 6. Adjust as required (TM 9-6115-750-10).

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 7. Inspect load cables and cables at output box visually for signs of wire damage.
- STEP 8. Replace any damaged load cables.
- STEP 9. If symptom continues, check for use of large motors, inductive loads, AC air conditioning compressors, or other loads with large inrush currents.
- STEP 10. Reduce use of other loads while starting loads with large inrush currents and avoid sudden stopping of inrush current loads during operation.
- STEP 11. If symptom continues, ensure load cables are completely disconnected and inspect load and load cables for shorts using a multimeter set to test continuity (WP 0095, General Maintenance). Replace any damaged load cables.

SYMPTOM

[Fault 1447: Low AC Voltage] displayed on DCS screen.

MALFUNCTION

Overload, damage to wiring, or damage to DCS.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 1446: High AC Voltage] displayed on DCS screen symptom.

SYMPTOM

[Fault 1448: Underfrequency] displayed on DCS screen.

MALFUNCTION

Generator set was subjected to a reduction in speed for a period of time.

CORRECTIVE ACTION

- STEP 1. Disconnect load and restart engine (TM 9-6115-750-10).
- STEP 2. If symptom continues, compare load demands with generator set and utilize a larger generator set if load is too great for current size generator set.
- STEP 3. If symptom continues, confirm proper voltage and frequency settings for load usage and adjust as required (TM 9-6115-750-10).
- STEP 4. If symptom continues, test and adjust engine speed sensor and replace as required (WP 0085, Remove/Install Engine Speed Sensor).
- STEP 5. If symptom continues, troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom.
- STEP 6. If symptom continues, troubleshoot engine system for fuel or air problems (poor performance) (WP 0011, Engine System Troubleshooting without a DCS Code).

SYMPTOM

[Fault 1452: Genset Contactor Fail To Close] displayed on DCS screen.

NOTE

DCS receives signal from contactor within 260 milliseconds (ms) of close operation indicating a closed contactor. [Fault 1452: Genset Contactor Fail To Close] displays on DCS screen when the DCS does not receive the signal or the contactor does not close.

MALFUNCTION

Contactor or wiring malfunction.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that personnel working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

- STEP 1. Inspect wiring, connectors, and pins on connectors from the contactor to J511 on printed circuit board module for loose connections or damage. Replace as required (WP 0061, Remove/Install Printed Circuit Board Module).
- STEP 2. Inspect wiring running from contactor to output terminals and from contactor to voltage selection switch for loose connections or damage. Replace or repair as required (WP 0056, Remove/Install Contactor) (WP 0095, General Maintenance).
- STEP 3. Inspect busbars on contactor for damage and replace as required (WP 0056, Remove/Install Contactor).

STEP 4. Inspect wiring, connectors, and pins on connectors running from the DCS to printed circuit board module for loose connections and damage. Replace as required (WP 0061, Remove/Install Printed Circuit Board Module).

STEP 5. If symptom continues, test contactor for proper operation and replace as required (WP 0056, Remove/Install Contactor).

NOTE

Wires P2-S and P2-F are contactor coil energizing wires from DCS P500 to printed circuit board module J500. Wires P3-H and P3-AA are contactor auxiliary wires (indicating to DCS when contactor is open or closed) from DCS P500 to printed circuit board module J500. Wires from the contactor (K1-Y, K1-X, K1-11, and K1-12) connect to printed circuit board module J511.

STEP 6. If symptom continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), remove connectors, and test all wiring for shorts or opens using wiring diagrams (Foldout Pages) and a multimeter set to test continuity (WP 0095, General Maintenance).

STEP 7. Repair or replace any wiring as required and install connectors (WP 0095, General Maintenance, WP 0056, Remove/Install Contactor, WP 0061, Remove/Install Printed Circuit Board Module, and WP 0051, Remove/Install Engine Wiring Harness).

STEP 8. If symptom continues, inspect the printed circuit board module and output terminal board for damage and replace as required (WP 0061, Remove/Install Printed Circuit Board Module and WP 0057, Remove/Install Output Terminal Board).

STEP 9. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 1453: Genset Contactor Fail To Open] displayed on DCS screen.

NOTE

The DCS receives a signal from the contactor within 1 sec of when it opens. [Fault 1453: Genset Contactor Fail To Open] displays on DCS screen when the DCS does not receive the signal or the contactor does not open.

MALFUNCTION

Contactor or wiring malfunction.

CORRECTIVE ACTION

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

STEP 1. Remove output box components as required to access contactor with multimeter leads (WP 0056, Remove/Install Contactor).

STEP 2. Turn engine control switch to PRIME & RUN without starting generator set (TM 9-6115-750-10).

WARNING

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Terminals X and Y on contactor are for the wires that energize the contactor coil.

- STEP 3. Test contactor coil for 24 VDC using a multimeter set to test voltage (WP 0095, General Maintenance).
- STEP 4. If 24 VDC is not detected on contactor coil, troubleshoot IAW [Fault 1452: Genset Contactor Fail To Close] displayed on DCS screen symptom.
- STEP 5. If 24 VDC is detected on contactor coil, remove connectors, and test wiring from contactor, printed circuit board, and DCS for shorts or opens using wiring diagrams (Foldout Pages) and a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 6. Repair or replace any wiring as required and install connectors (WP 0095, General Maintenance, WP 0056, Remove/Install Contactor, WP 0061, Remove/Install Printed Circuit Board Module, and WP 0051, Remove/Install Engine Wiring Harness).
- STEP 7. If symptom continues, replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 1472: High Current] displayed on DCS screen.

MALFUNCTION

Short, overload, or AC generator malfunction.

CORRECTIVE ACTION

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that personnel working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

- STEP 1. Compare load demands with generator set capacity and utilize a larger generator set if load is too great for current size generator set.
- STEP 2. If symptom continues, shut down generator set if not already shut down and ensure load cables are completely disconnected (TM 9-6115-750-10).
- STEP 3. Check the load and load cables for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance). Remove load or repair as required.
- STEP 4. Connect load and check for proper operation (TM 9-6115-750-10).

- STEP 5. If symptom continues, check CTs for cracks, signs of heat damage, and resistance, and replace as required (WP 0060, Remove/Install Transformers).
- STEP 6. If symptom continues, use wiring diagrams and inspect CT wires from CTs to printed circuit board module and from printed circuit board module to DCS for loose connections or damage (Foldout Pages).
- STEP 7. Repair or replace wiring as required (WP 0061, Remove/Install Printed Circuit Board Module, WP 0060, Remove/Install Transformers, WP 0017, Remove/Install DCS, and WP 0095, General Maintenance).
- STEP 8. If symptom continues, inspect wiring, connectors, and pins on connectors from the contactor to J511 on printed circuit board module for loose connections or damage. Replace as required (WP 0061, Remove/Install Printed Circuit Board Module).
- STEP 9. Inspect wiring running from contactor to output terminals and from contactor to voltage selection switch for loose connections or damage. Replace or repair as required (WP 0056, Remove/Install Contactor) (WP 0095, General Maintenance).
- STEP 10. Inspect busbars on contactor for damage and replace as required (WP 0056, Remove/Install Contactor).
- STEP 11. Inspect wiring, connectors, and pins on connectors running from the DCS to printed circuit board module for loose connections and damage. Replace as required (WP 0061, Remove/Install Printed Circuit Board Module).
- STEP 12. If symptom continues, test contactor for proper operation and replace as required (WP 0056, Remove/Install Contactor).
- STEP 13. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 1918: Fuel Level Low] displayed on DCS screen.

NOTE

[Fault 1918: Fuel Level Low] indicates that there are approximately 4 min left (1% of fuel supply left) until the generator set will be out of fuel.

MALFUNCTION

Low fuel level or fuel level sensor malfunction.

CORRECTIVE ACTION

- STEP 1. Verify generator set fuel level and refill as required (WP 0040, Service Fuel System).
- STEP 2. If symptom continues, proceed to [Warning 2936: Fuel Level Sensor High] displayed on DCS screen symptom.

SYMPTOM

[Fault 2335: Excitation Fault] displayed on DCS screen.

MALFUNCTION

Circuit breaker, wiring, or AC generator malfunction.

CORRECTIVE ACTION

- STEP 1. Check circuit breakers to ensure they are installed securely in relay panel (WP 0050, Remove/Install Relay Panel).
- STEP 2. If symptom continues, check circuit breaker CB10 ALT QUAD 1 and CB11 ALT QUAD 2 to see if tripped and reset as required (WP 0050, Remove/Install Relay Panel).
- STEP 3. Attempt restart (TM 9-6115-750-10).
- STEP 4. If restart fails or circuit breaker trips again, proceed to STEP 5.

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that personnel working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

NOTE

Wires P1-A, P1-R, and P1-C run from DCS P1 through P500 which plugs into J500 on printed circuit board module. Wires P501-9, P501-5, and P501-11 run from J501 to P501 to contactor terminals A1 through C1 to sense generator set voltage.

- STEP 5. Use wiring diagrams (Foldout Pages) to locate and inspect wires from contactor (K1) to printed circuit board module J501 for damage, moisture, bent pins or connectors, or improper connections.
- STEP 6. Repair or replace wiring or connectors as required (WP 0095, General Maintenance).
- STEP 7. Use wiring diagrams (Foldout Pages) to locate and inspect wires P1-A, P1-R, and P1-C running from P500 and J500 on printed circuit board module to J1 and P1 of DCS for damage, moisture, bent pins or connectors, or improper connections.
- STEP 8. Repair or replace wiring or connectors as required (WP 0095, General Maintenance).
- STEP 9. If symptom continues, ensure battery ground cable is removed (WP 0036, Remove/Install Batteries), remove connectors, and check all wires inspected in STEP 5 and STEP 7 for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 10. Repair or replace wiring as required and install connectors (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).

NOTE

Wires P1-J and P1-K run to connector P90 from DCS P1 to excite the AC alternator field. Wires P85-1 and P85-2 (quad circuit wires to sense AC generator voltage) run from the relay panel through plug P5D to the quad in the AC generator. Wires P1-L and P1-M run to P5D from the DCS P1.

- STEP 11. If circuit breaker trips again, use wiring diagrams (Foldout Pages) to locate and check wires running from AC generator to plug P90 to and plug P85 for damage, moisture, bent pins or connectors, or improper connection.
- STEP 12. Repair or replace wiring or connectors as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 13. If symptom continues, ensure battery ground cable is removed (WP 0036, Remove/Install Batteries), remove wiring connector, and test wires running from P85 to P5D (wires P85-1 and P85-2) at relay panel (Foldout Pages) for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 14. Repair or replace wiring as required and install connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 15. Inspect P5D pins (A, B, G and H) and connector at relay panel (Foldout Pages) for damage to pins, poor connections, and moisture.
- STEP 16. Repair or replace wiring as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 17. If symptom continues, ensure battery ground cable is removed (WP 0036, Remove/Install Batteries) and remove connector to test wires running from P5D to DCS P1 (wires P1-L and P1-M) at relay panel (Foldout Pages) for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 18. Repair or replace wiring as required and install connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 19. Inspect P1 and J1 at DCS (Foldout Pages) for damage to pins, poor connections, and moisture.
- STEP 20. Repair or replace wiring or connectors as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 21. If symptom continues, test AC generator (WP 0055, Test AC Generator) and replace as required (WP 0053, Remove/Install 50/60 Hz AC Generator Assembly or WP 0054, Remove/Install 400 Hz AC Generator Assembly).
- STEP 22. If symptom continues, troubleshoot engine for poor performance (WP 0011, Engine System Troubleshooting Without a DCS Code).
- STEP 23. If symptom continues, check DCS LEDs for proper function (DS1100 for proper AVR function) and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).
- STEP 24. If symptom continues, replace AC generator (WP 0049, Remove/Install 50/60 Hz AC Generator Assembly or WP 0050, Remove/Install Relay Panel,).

SYMPTOM

[Fault 2914: Genset AC Meter Failed] displayed on DCS screen.

MALFUNCTION

Generator set AC meter failure.

CORRECTIVE ACTION

Check DCS LEDs and replace DCS as required or if symptom continues (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 2972: Field Overload] displayed on DCS screen.

MALFUNCTION

Faulty AC generator components or AVR.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 2335: Excitation Fault] displayed on DCS screen symptom.

SYMPTOM

[Fault 3664: Invalid Genset Configuration] displayed on DCS screen.

MALFUNCTION

Incorrect dip switch settings or wiring malfunction.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that personnel working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

- STEP 1. Check position of dip switches against settings recorded during removal or replacement to see if there is an incorrect setting (WP 0061, Remove/Install Printed Circuit Board Module).
- STEP 2. Check dip switch settings against Table 1 and Figure 5 in WP 0061, Remove/Install Printed Circuit Board Module.
- STEP 3. Move dip switch(es) to correct setting as required (WP 0061, Remove/Install Printed Circuit Board Module).

NOTE

Wires P3-m, P3-n, P3-s, P3-GG, P3-LL, and P3-MM are for dip switch settings. They are pins or sleeves 20, 28, 38, 39, 40, and 50 on P3, J3, P500, and J500.

- STEP 4. If symptom continues, use wiring diagrams (Foldout Pages) to find and inspect wires, pins, sleeves, and connectors on DCS P3 and plug P500 to J500 on printed circuit board module for damage to pins or sleeves, poor connections, and moisture.
- STEP 5. Replace or repair any wires, connectors, or pins as required (WP 0051, Remove/Install Engine Wiring Harness, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 6. If symptom continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), remove connectors, and use wiring diagrams (Foldout Pages) to check wiring inspected in STEP 4 for shorts and opens using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 7. Replace or repair any wires, connectors, or pins as required and install connectors (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 8. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).
- STEP 9. If symptom continues, replace printed circuit board module (WP 0061, Remove/Install Printed Circuit Board Module).

SYMPTOM

[Fault 3665: Invalid Voltage Configuration] displayed on DCS screen.

NOTE

[Fault 3665: Invalid Voltage Configuration] appears on DCS screen if an invalid voltage selection switch setting or some other fault or invalid selection occurs when generator set is not running.

MALFUNCTION

Voltage selection fault.

CORRECTIVE ACTION

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 1. Examine the position of the voltage selection switch to determine that it is at desired voltage configuration and fasteners are to correct torque (WP 0058, Remove/Install Voltage Selection Switch).
- STEP 2. Move voltage selection switch to the desired voltage position and tighten fasteners as required (WP 0058, Remove/Install Voltage Selection Switch and TM 9-6115-750-10).
- STEP 3. If symptom continues, use wiring diagrams (Foldout Pages) to confirm voltage selection switch is wired correctly.
- STEP 4. Adjust wiring as required (WP 0058, Remove/Install Voltage Selection Switch).

- STEP 5. If symptom continues, check connections and wiring from plug P503 to AUX CONTACT connector on printed circuit board module for damage to pins or sleeves, poor connections, or moisture.
- STEP 6. Repair or replace as required (WP 0061, Remove/Install Printed Circuit Board Module and WP 0095, General Maintenance).
- STEP 7. If symptom continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), remove wires as required, and test wires P503-1, P503-2, P503-3, and P503-4 running to voltage selection switch terminals 81, 82, 83, and 84 (S501-AUX) using wiring diagrams (Foldout Pages) and a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 8. Repair or replace wiring as required and install wires (WP 0058, Remove/Install Voltage Selection Switch and WP 0095, General Maintenance).
- STEP 9. If symptom continues, replace voltage selection switch (WP 0058, Remove/Install Voltage Selection Switch).
- STEP 10. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 3668: Output Voltage Configuration Bit 0 Changed] or [Fault 3669: Output Voltage Configuration Bit 1 Changed] displayed on DCS screen.

NOTE

[Fault 3668: Output Voltage Configuration Bit 0 Changed] or [Fault 3669: Output Voltage Configuration Bit 1 Changed] appears on DCS screen when a change occurs while generator set is running (e.g. voltage selection switch change or wire vibrating loose).

MALFUNCTION

Voltage selection fault.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 3665: Invalid Voltage Configuration] displayed on DCS screen symptom.

SYMPTOM

[Fault 3673: Convenience Receptacle AC Meter Failed] displayed on DCS screen.

MALFUNCTION

Convenience receptacle AC meter failed.

CORRECTIVE ACTION

Check DCS LEDs and replace DCS as required or if symptom continues (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Fault 3677: Genset Config Factory Test Fault] displayed on DCS screen.

MALFUNCTION

Factory calibration error.

CORRECTIVE ACTION

Replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 135: Oil Pressure Sensor High] displayed on DCS screen.

MALFUNCTION

Voltage above normal or shorted to a high source.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 1. Check wiring connections to ensure that they are seated securely into connection ends at oil pressure sender and DCS. Reseat wiring connections into connection ends as required (WP 0017, Remove/Install DCS and WP 0088, Test Engine Oil Pressure).
- STEP 2. If symptom continues, inspect wiring connections at oil pressure sensor and DCS for damage to pins or wires.
- STEP 3. If damage to pins or wires is found, repair or replace as required (WP 0017, Remove/Install DCS; WP 0088, Test Engine Oil Pressure; and WP 0095, General Maintenance).

NOTE

Measure resistance of oil pressure sender from pin B (supply voltage) to pin C (signal) of oil pressure sender.

- STEP 4. If symptom continues, remove wire connector (WP 0088, Test Engine Oil Pressure) and test oil pressure sender for correct resistance using a multimeter set to test Ohms (WP 0095, General Maintenance).
- STEP 5. Replace oil pressure sender if value is more than 100,000 Ω or approximately zero Ω and/or install wiring connector (WP 0088).

WARNING

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

The oil pressure sender (P40) runs directly to the DCS. P3-f supplies 5 VDC to the oil pressure sender, P3-g is the signal wire, and P3-k is the return. All wires enter the DCS through plug P3 (pins B, C, and A) to DCS J3.

- STEP 6. If symptom continues, turn engine control switch to PRIME & RUN (TM 9-6115-750-10), remove wiring connector (WP 0088, Test Engine Oil Pressure), and test supply voltage to oil pressure sender using a multimeter set to test VDC (WP 0095, General Maintenance).
- STEP 7. If supply voltage is within 4.75 VDC to 5.25 VDC range, proceed to STEP 11.
- STEP 8. If supply voltage is not within 4.75 VDC to 5.25 VDC range, turn engine control switch to OFF, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), and check engine wiring harness for shorts and opens using a multimeter set to test continuity (WP 0095, General Maintenance and TM 9-6115-750-10).
- STEP 9. Repair or replace engine wiring harness as required and install connector (WP 0051, Remove/Install Engine Wiring Harness, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 10. If symptom continues, replace engine wiring harness (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 11. If symptom continues, turn engine control switch to OFF if not already in OFF position, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), and use a multimeter set to test continuity to check signal wire P3-g for opens or shorts (WP 0095, General Maintenance and TM 9-6115-750-10).
- STEP 12. Repair or replace wiring as required and install connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 13. If symptom continues, replace oil pressure sender if not already replaced as a result of STEP 5 (WP 0088, Test Engine Oil Pressure).
- STEP 14. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 141: Oil Pressure Sensor Low] displayed on DCS screen.

MALFUNCTION

Voltage below normal or shorted to a low source.

CORRECTIVE ACTION**NOTE**

The troubleshooting procedures for DCS code 141 are IAW DCS code 135. The difference between the two codes is the type of short or open, resulting in low voltage for DCS code 141 or high voltage for DCS code 135.

Troubleshoot IAW [Warning 135: Oil Pressure Sensor High] displayed on DCS screen symptom.

SYMPTOM

[Warning 144: Coolant Temp Sensor OOR High] displayed on DCS screen.

NOTE

OOR stands for "Out Of Range." [Warning 144: Coolant Temp Sensor OOR High] displayed on DCS screen indicates high signal voltage and/or a short to a high source. [Warning 145: Coolant Temp Sensor OOR Low] displayed on DCS screen indicates low signal voltage and/or a short to a low source (ground/return ground). A shorted return can cause multiple fault or warning codes to be active on the DCS screen.

MALFUNCTION

Defective temperature sensor, poor wiring connection, or a short.

CORRECTIVE ACTION

- STEP 1. Check wiring connections to ensure that they are seated securely into connection ends at engine wiring harness, temperature sensor, and DCS. Tighten wires into connection ends if necessary (WP 0051, Remove/Install Engine Wiring Harness).
- STEP 2. If symptom continues, test temperature sensor and replace as required (WP 0070, Remove/Install Water Pump).
- STEP 3. If symptom continues, inspect wiring connections at engine wiring harness, temperature sensor, and DCS for damage to pins or wires (WP 0051, Remove/Install Engine Wiring Harness).
- STEP 4. If damage to pins or wires is found, repair or replace as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).

WARNING

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Connector P35 attaches to coolant temperature sensor (MT35). From P35, wires P3-h and P3-q on connector P3 (pins A and B) run to DCS J3.

- STEP 5. If symptom continues, turn engine control switch to PRIME & RUN without starting generator set (TM 9-6115-750-10).

- STEP 6. Remove wiring connector and test supply voltage to coolant temperature sensor using wiring diagrams and a multimeter set to test VDC (WP 0095, General Maintenance and Foldout Pages).
- STEP 7. If supply voltage is within 9.5 VDC to 10.5 VDC range, proceed to STEP 11.
- STEP 8. If supply voltage is not within 9.5 VDC to 10.5 VDC range, turn engine control switch to OFF, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), and check engine wiring harness for shorts and opens using wiring diagrams and multimeter set to test continuity (WP 0095; Foldout Pages; and TM 9-6115-750-10).
- STEP 9. Repair or replace wiring harness as required and install wiring connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 10. If symptoms continue, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).
- STEP 11. If symptom continues, turn engine control switch to OFF and replace coolant temperature sensor if not already replaced as a result of STEP 2 (WP 0070, Remove/Install Water Pump and TM 9-6115-750-10).
- STEP 12. If symptoms continue, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 145: Coolant Temp Sensor OOR Low] displayed on DCS screen.

MALFUNCTION

Voltage below normal or shorted to a low source.

CORRECTIVE ACTION

Troubleshoot IAW [Warning 144: Coolant Temp Sensor OOR High] displayed on DCS screen symptom.

SYMPTOM

[Warning 319: Real Time Clock Error] displayed on DCS screen.

MALFUNCTION

Clock no longer accurate due to temporary power loss or backup battery failure.

CORRECTIVE ACTION

- STEP 1. Reset clock IAW TM 9-6115-750-10.
- STEP 2. If symptom continues, remove DCS control panel assembly (WP 0018, Repair DCS) to check for loose backup battery and secure as required.
- STEP 3. If symptom continues, replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 441: Low Battery Voltage] displayed on DCS screen.

MALFUNCTION

Battery or charging failure.

CORRECTIVE ACTION

Troubleshoot IAW [Warning 1442: Weak Battery] displayed on DCS screen symptom.

SYMPTOM

[Warning 442: High Battery Voltage] displayed on DCS screen.

MALFUNCTION

Alternator or DCS failure.

CORRECTIVE ACTION

- STEP 1. Test battery-charging alternator assembly and replace as required (WP 0074 Remove/Install Battery-Charging Alternator Assembly).
- STEP 2. If symptom continues, test DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017 Remove/Install DCS).

SYMPTOM

[Warning 1131: Battle Short Active] displayed on DCS screen.

MALFUNCTION

BATTLESHORT switch malfunction.

CORRECTIVE ACTION**WARNING**

- High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.
- DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.
 - STEP 1. Ensure BATTLESHORT switch is in OFF position (TM 9-6115-750-10).
 - STEP 2. If BATTLESHORT is ON, determine reason for use and switch OFF as required (TM 9-6115-750-10).
 - STEP 3. If symptom continues, test BATTLESHORT switch and replace as required (WP 0018, Repair DCS).
 - STEP 4. If symptom continues, replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 1417: Power Down Failure] displayed on DCS screen.

MALFUNCTION

DCS malfunction.

CORRECTIVE ACTION

Check DCS LEDs replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 1441: Low Fuel Level] displayed on DCS screen.

NOTE

[Fault 1441: Fuel Level Low] indicates that there is 5% of fuel supply left until the generator set will be out of fuel.

MALFUNCTION

Low fuel level or sensor malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 1918: Fuel Level Low] displayed on DCS screen symptom.

SYMPTOM

[Warning 1442: Weak Battery] displayed on DCS screen.

NOTE

[Warning 1442: Weak Battery] displays when battery voltage is below 14.4 V. [Warning 441: Low Battery Voltage] displays when battery voltage is below 21 V.

MALFUNCTION

Battery connections are loose or batteries are insufficiently charged.

CORRECTIVE ACTION**WARNING**

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

STEP 1. Check for corroded or loose battery connections. Clean/replace corroded battery connections and tighten loose battery connections as required (WP 0036, Remove/Install Batteries).

STEP 2. If symptom continues, test batteries (WP 0036, Remove/Install Batteries).

STEP 3. Charge batteries, start engine utilizing the NATO slave receptacle and an outside power source, or replace batteries as required (WP 0036, WP 0095, General Maintenance, and TM 9-6115-750-10).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Loose belt, defective battery-charging alternator, or defective electrical component.

CORRECTIVE ACTION

STEP 1. Check for loose battery-charging alternator belt and adjust tension or replace as required (WP 0073, Remove/Install Battery-Charging Alternator Belt).

STEP 2. Observe DCS [Battery] [Adc] indicator to ensure battery-charging alternator is charging batteries properly (TM 9-6115-749-10).

STEP 3. Test battery-charging alternator if batteries are not charging properly and replace as required (WP 0074, Remove/Install Battery-Charging Alternator Assembly).

STEP 4. If symptom continues, check DCS LEDs (WP 0018, Repair DCS) and replace as required (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 1444: KW Overload] displayed on DCS screen.

MALFUNCTION

Load cable or wiring malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 1445: Short Circuit] displayed on DCS screen symptom.

SYMPTOM

[Warning 1449: Overfrequency] displayed on DCS screen.

MALFUNCTION

Generator AC output frequency is high.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that personnel working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

- STEP 1. Check for sudden reduction in load demands. Adjust governor gain as required (WP 0017, Remove/Install DCS).
- STEP 2. If symptom continues, ensure load cables are completely disconnected and check for shorts or opens in the load using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 3. Repair or replace load components as required.
- STEP 4. If symptom continues, check frequency, voltage selection, and voltage settings on DCS (TM 9-6115-750-10).
- STEP 5. If incorrect, adjust settings as required (TM 9-6115-750-10).
- STEP 6. If symptom continues, troubleshoot IAW [Fault 115: Speed Signal Lost] displayed on DCS screen symptom.

SYMPTOM

[Warning 1451: Genset/Bus Voltage Mismatch] displayed on DCS screen.

MALFUNCTION

DCS fault.

CORRECTIVE ACTION**WARNING**

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

[Warning 1451: Genset/Bus Voltage Mismatch] indicates a calibration error with the metering circuits on the DCS. The offset in the meters can be hand-calibrated using InPower AMMPS software.

If [Warning 1451: Genset/Bus Voltage Mismatch] is hardware and not calibration error related, there was an extreme voltage drop through the contactor and/or its connections. A damaged contactor, poor connections in the output box between the bus sense voltage and generator sense voltage, or a poor DCS harness connection could cause the warning.

STEP 1. If operating in parallel, ensure all generator sets in parallel are shut down. If not operating in parallel, proceed to STEP 3.

STEP 2. Check connections between generators and ensure voltage and frequency of generator sets are at the same settings (TM 9-6115-750-10).

NOTE

Wires P1-A, P1-R, and P1-C run from DCS P1 through P500 which plugs into J500 on printed circuit board module. Wires P501-9, P501-5, and P501-11 run from J501 to P501 to contactor terminals A1 through C1 to sense generator set voltage.

STEP 3. If symptom continues, check for loose voltage sense connections at DCS, printed circuit board module, and contactor (Foldout Pages). Tighten as required.

STEP 4. If symptom continues, use wiring diagrams (Foldout Pages) to locate and inspect wires from contactor (K1) to printed circuit board module J501 for damage, moisture, bent pins or connectors, or improper connections.

STEP 5. Repair or replace wiring or connectors as required (WP 0095, General Maintenance).

STEP 6. If symptom continues, use wiring diagrams (Foldout Pages) to locate and inspect wires P1-A, P1-R, and P1-C running from P500 and J500 on printed circuit board module to J1 and P1 of DCS for damage, moisture, bent pins or connectors, or improper connections.

STEP 7. Repair or replace wiring or connectors as required (WP 0095, General Maintenance).

STEP 8. If symptom continues, ensure battery ground cable is removed (WP 0036, Remove/Install Batteries), remove wires as required, and check all wires inspected in STEP 4 and STEP 6 for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance).

STEP 9. Repair or replace wiring as required and install wires (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).

STEP 10. If symptom continues, test contactor and replace as required (WP 0056, Remove/Install Contactor).

STEP 11. If symptom continues, recalibrate DCS using InPower AMMPS software (WP 0095, General Maintenance).

STEP 12. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 1469: Speed/Hz Mismatch] displayed on DCS screen.

MALFUNCTION

Speed sensor error or flywheel damage.

CORRECTIVE ACTION

STEP 1. Inspect flywheel for missing teeth or other damage (WP 0083, Remove/Install Flywheel).

STEP 2. Replace as required (WP 0083, Remove/Install Flywheel).

STEP 3. If symptom continues or flywheel is not damaged, troubleshoot IAW [Fault 115: Speed Signal Lost] displayed on DCS screen symptom.

SYMPTOM

[Warning 1471: High Current Warning] displayed on DCS screen.

MALFUNCTION

Short, overload, or AC generator malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 1472: High Current] displayed on DCS screen symptom.

SYMPTOM

[Warning 1689: Reset Real Time Clock] displayed on DCS screen.

MALFUNCTION

Clock no longer accurate due to temporary power loss or backup battery failure.

CORRECTIVE ACTION

STEP 1. Reset clock IAW TM 9-6115-750-10.

STEP 2. If symptom continues, replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 2336: Checksum Fault] displayed on DCS screen.

MALFUNCTION

Calibration file error.

CORRECTIVE ACTION**NOTE**

[Warning 2336: Checksum Fault] only occurs while installing a calibration file. DCS code may display during process or at end of process.

STEP 1. Attempt to reinstall the calibration file IAW Recovering AMMPS DCS if Initial Calibration Fails task (WP 0095, General Maintenance).

STEP 2. If symptom continues, replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 2915: Genset Bus AC Meter Failed] displayed on DCS screen.

MALFUNCTION

Generator set Bus AC meter failed.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

NOTE

Failure of bus AC meter will disable paralleling functions for a generator set.

STEP 1. Press FAULT RESET to attempt to clear fault.

STEP 2. If symptom continues, replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 2917: Genset Bus Voltage High] displayed on DCS screen.

MALFUNCTION

Paralleling or voltage sense fault.

CORRECTIVE ACTION

STEP 1. If operating in parallel, check connections between generators and ensure voltage and frequency of both generator sets are at the same settings (TM 9-6115-750-10).

STEP 2. If symptom continues, troubleshoot IAW [Fault 2335: Excitation Fault] displayed on DCS screen symptom.

SYMPTOM

[Warning 2936: Fuel Level Sensor High] displayed on DCS screen.

MALFUNCTION

Fuel level sensor malfunction.

CORRECTIVE ACTION**WARNING**

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

The fuel level sensor contains three wires that run to connector P70: P3-F (12 VDC supply), P3-G (signal wire, 0.25 VDC empty tank to 4.75 VDC full tank range), and P3-j (return). All wires run to DCS through P3 connector.

- STEP 1. Ensure connections are installed securely at fuel level sensor and DCS (WP 0046, Remove/Install Fuel Level Sensor and WP 0017, Remove/Install DCS).
- STEP 2. Remove connector from fuel level sensor and turn engine control switch to PRIME & RUN (TM 9-6115-749-10) and use a multimeter set to test VDC (WP 0095, General Maintenance) to check P3-F and P3-j for voltage at P70 connector (Foldout Pages).
- STEP 3. If value is outside of 12 VDC range $\pm 10\%$, proceed to STEP 5.
- STEP 4. If value is within 12 VDC range $\pm 10\%$, proceed to STEP 8.
- STEP 5. Turn engine control switch to OFF (TM 9-6115-750-10), ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), and use a multimeter set to continuity to test wiring (wires P3-F, P3-G, and P3-j) from fuel level sensor unit wiring harness connector to DCS for opens or shorts (WP 0095, General Maintenance).
- STEP 6. Repair or replace wiring as required and install connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 7. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).
- STEP 8. Turn engine control switch to OFF and test fuel level sensor (MT70) RED/WHT (A) and BLACK (B) using a multimeter set to test Ohms (WP 0095, General Maintenance and TM 9-6115-750-10).
- STEP 9. Replace fuel level sensor if Ohms reading stays at zero or shows infinite or high reading indicating an open. Install connector as required (WP 0046, Remove/Install Fuel Level Sensor).
- STEP 10. If symptom continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), remove connector, and test wire P3-j from P70 to DCS P3 for opens or shorts using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 11. Repair or replace wiring harness as required and install connector (WP 0051, Remove/Install Engine Wiring Harness).
- STEP 12. If symptom continues and fuel level sensor has not been replaced, replace fuel level sensor (WP 0046, Remove/Install Fuel Level Sensor).
- STEP 13. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 2937: Fuel Level Sensor Low] displayed on DCS screen.

MALFUNCTION

Fuel level sensor malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Warning 2936: Fuel Level Sensor High] displayed on DCS screen symptom.

SYMPTOM

[Warning 2967: Governor Fault] displayed on DCS screen.

MALFUNCTION

Governor actuator malfunction.

CORRECTIVE ACTION**WARNING**

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. Inspect wiring connectors and wiring running to governor actuator on fuel injection pump (Foldout Pages) for loose connections, loose, damaged or missing pins, and damaged wiring.

STEP 2. Replace or repair wiring as required (WP 0095, General Maintenance and WP 0051, Remove/Install Engine Wiring Harness).

NOTE

The governor actuator resistance specification of 15.95 Ohms \pm 5% is for room temperature (68°F (20°C)). The resistance increases about 0.22% per degree Fahrenheit (0.12% per degree Celsius) above room temperature. It will decrease at the same rate below 68°F (20°C). The governor actuator will generally fail by way of an open circuit, coil short to actuator housing, or a resistance decrease due to a partial failure. Partial failure typically causes rapid failure (short circuit) once it begins.

STEP 3. If symptom continues, remove wiring connector from governor actuator and test pins on governor actuator for resistance (WP 0069, Remove/Install Fuel Injection Pump and WP 0095, General Maintenance).

STEP 4. Replace governor actuator if resistance is outside of specification or proceed to next step if within specification (WP 0069, Remove/Install Fuel Injection Pump).

NOTE

Wires P2-J and P2-M run from DCS to P37 at governor actuator.

- STEP 5. Ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries) and test wiring from governor actuator to DCS (Foldout Pages) for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 6. Repair or replace wiring as required and install connector (WP 0095, General Maintenance and WP 0051, Remove/Install Engine Wiring Harness).
- STEP 7. If symptom continues, test DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 2968: AVR Fault] displayed on DCS screen.

MALFUNCTION

Wiring or AC generator failure.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 2335: Excitation Fault] displayed on DCS screen symptom.

SYMPTOM

[Warning 3662: Battery Discharge] displayed on DCS screen.

MALFUNCTION

Loose belt, defective battery-charging alternator, or defective electrical component.

CORRECTIVE ACTION

- STEP 1. Check for loose battery-charging alternator belt and adjust tension or replace as required (WP 0073, Remove/Install Battery-Charging Alternator Belt).
- STEP 2. If battery-charging alternator belt is not loose, test battery-charging alternator and replace as required (WP 0074, Remove/Install Battery-Charging Alternator Assembly).
- STEP 3. If symptom continues, check wiring connections to ensure that they are seated securely into connection ends at battery current sensor and DCS. Reseat wiring connections into connection ends as required (WP 0051, Remove/Install Engine Wiring Harness).
- STEP 4. If symptom continues, inspect wiring connections at battery current sensor and DCS for damage to pins or wires.
- STEP 5. If damage to pins or wires is found, repair or replace as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).

WARNING

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Wires P3-E, P3-r, and P3-J run from DCS to connector P5 at battery current sensor. P3-E supplies 5 VDC to battery current sensor, P3-r is the return, and P3-J is the signal wire.

- STEP 6. If symptom continues, turn engine control switch to PRIME & RUN, remove connector, and use a multimeter set to test VDC to check connector P5 at battery current sensor for 4.75 to 5.25 VDC from P3-E to P3-r (WP 0095, General Maintenance and TM 9-6115-750-10).
- STEP 7. If voltage is within range, proceed to STEP 9.
- STEP 8. If voltage is not within range, proceed to STEP 12.
- STEP 9. Turn engine control switch to OFF, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries) and use wiring diagrams (Foldout Pages) to check signal wire (P3-J) from battery current sensor to DCS for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance)
- STEP 10. Repair or replace wiring as required and install connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 11. If symptom continues, replace battery current sensor as required.
- STEP 12. Turn engine control switch to OFF, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries) and use wiring diagrams (Foldout Pages) to check wiring from battery current sensor to DCS for shorts or opens using a multimeter set to test continuity (WP 0095, General Maintenance)
- STEP 13. Repair or replace wiring as required and install connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 14. If symptom continues, check DCS LEDs and replace as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 3666: Master Control Switch Configuration] displayed on DCS screen.

MALFUNCTION

Engine control switch fault.

CORRECTIVE ACTION

- STEP 1. Rotate engine control switch and confirm that engine control switch is not between two positions.
- STEP 2. Confirm proper installation of engine control switch and check for loose or damaged wires (WP 0018, Repair DCS). Repair or replace as required (WP 0017, Remove/Install DCS).
- STEP 3. If symptom continues, test engine control switch and replace as required (WP 0018, Repair DCS).

STEP 4. If symptom continues, replace DCS (WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 3672: Automatic Field Flash Not Complete] displayed on DCS screen.

MALFUNCTION

Wiring or DCS malfunction.

CORRECTIVE ACTION**NOTE**

DCS wires P1-J and P1-K run from DCS P1 to connector P90 to flash the AC alternator field.

- STEP 1. Use wiring diagrams (Foldout Pages) to locate and check wires running from AC generator to plug P90 to DCS J1 for damage, moisture, bent pins or connectors, or improper connection.
- STEP 2. Repair or replace as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 3. If symptom continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), remove connector (WP 0059, Remove/Install Engine Wiring Harness) and test wires P1-J and P1-K to pins J and K in DCS P1 (Foldout Pages) for opens or shorts using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 4. Replace or repair as required and install connector (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 5. If symptom continues, test AC generator (WP 0055, Test AC Generator) and replace as required (WP 0053, Remove/Install 50/60 Hz AC Generator Assembly or WP 0054, Remove/Install 400 Hz AC Generator Assembly).
- STEP 6. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 3674: Genset Configuration Change] displayed on DCS screen.

NOTE

[Warning 3674: Genset Configuration Change] displays on DCS screen when the control cards of the DCS recognize the configuration has changed. This warning is most likely when a DCS is moved from one size generator set to a different size generator set. FAULT RESET can be selected and normal use of the generator set can continue. If the symptom continues, then troubleshooting procedures will need to be followed.

MALFUNCTION

Incorrect dip switch settings or wiring malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 3664: Invalid Genset Configuration] displayed on DCS screen symptom.

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
ELECTRICAL SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

91D (1)

Assistant (1)

References

TM 9-6115-750-10

WP 0008, Electrical System Troubleshooting with a DCS Code

WP 0016, Field PMCS

WP 0017, Remove/Install DCS

WP 0018, Repair DCS

WP 0036, Remove/Install Batteries

WP 0037, Remove/Install Main DC Circuit Breaker

References

WP 0038, Remove/Install Intake Air Heater Relay

WP 0050, Remove/Install Relay Panel

WP 0051, Remove/Install Engine Wiring Harness

WP 0052, Remove/Install Power Wiring Harness

WP 0059, Remove/Install Convenience Receptacle

WP 0061, Remove/Install Printed Circuit Board Module

WP 0062, Remove/Install Hour Meter

WP 0074, Remove/Install Battery-Charging Alternator Assembly

WP 0075, Remove/Install Intake Air Heater

WP 0095, General Maintenance

Foldout Pages

ELECTRICAL SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator sets are operating. Failure to comply may cause injury or death to personnel.

WARNING

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Read the entire corrective action sequence before beginning steps to complete corrective action for a malfunction.

SYMPTOM

DCS indicates no power available and no lighted display.

MALFUNCTION

Battery malfunction.

CORRECTIVE ACTION**WARNING**

Batteries give off combustible gas. Do not smoke or use open flame when performing maintenance. Failure to comply may cause injury or death to personnel and damage to equipment.

Battery acid can cause burns to skin and cause eye injury. Wear safety goggles and chemical gloves and avoid acid splash while working on the batteries. Failure to comply may cause injury or death to personnel.

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

- STEP 1. If main DC circuit breaker is in OFF/TRIP position, move switch handle to RESET→ON position to reset circuit breaker.
- STEP 2. If main DC circuit breaker remains in the RESET→ON position and DCS illuminates, resume operation.
- STEP 3. If main DC circuit breaker continues to trip, proceed to next malfunction.
- STEP 4. If main DC circuit breaker remains in the RESET→ON position and DCS still has no lighted display, proceed to STEP 5.
- STEP 5. Use DEAD CRANK SWITCH to see if batteries turn engine over (TM 9-6115-750-10).
- STEP 6. If engine turns over, proceed to Defective DCS malfunction.
- STEP 7. If engine does not turn over, continue to STEP 8.
- STEP 8. Examine battery posts, cables, and connectors for looseness, corrosion, or other damage.
- STEP 9. Clean and tighten corroded and loose connectors and replace any connecting cables that show signs of damage.
- STEP 10. If symptom continues, completely disconnect the batteries from battery cables (WP 0036, Remove/Install Batteries).
- STEP 11. Test batteries and jump start, charge, or replace as required (WP 0036, Remove/Install Batteries and WP 0095, General Maintenance).

STEP 12. If symptom continues, proceed to next malfunction.

MALFUNCTION

Circuit breaker or wiring malfunction.

CORRECTIVE ACTION

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

High-voltage power is available when the main contactor is closed. Avoid accidental contact with live components. Ensure load cables are properly connected and the load cable door is shut before closing main contactor. Ensure that personnel working with/on loads connected to the generator set are aware that main contactor is about to be closed before closing main contactor. Failure to comply may cause injury or death to personnel.

- STEP 1. Check circuit breakers in relay panel (RP201) to see if tripped (WP 0050, Remove/Install Relay Panel).
- STEP 2. Reset circuit breaker(s) if tripped and check for signs of damage such as excessive heat or burned insulation (WP 0050, Remove/Install Relay Panel).
- STEP 3. If heat or insulation damage is found, replace circuit breaker or relay and proceed to STEP 5 and follow troubleshooting to find failed component or location of short.
- STEP 4. If no signs of excessive heat or burned insulation are found, but circuit breaker trips again, troubleshoot appropriate circuit using wiring diagrams and a multimeter set to test continuity (Foldout Pages, WP 0095, General Maintenance, and WP 0050, Remove/Install Relay Panel).
- STEP 5. If symptom continues, test main DC circuit breaker (WP 0037, Remove/Install Main DC Circuit Breaker). Replace as required.
- STEP 6. If main DC circuit breaker test shows main DC circuit breaker functioning properly, disconnect battery leads (WP 0036, Remove/Install Batteries) and proceed to STEP 7.

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

NOTE

If continuity is found between ground and load wire, a short circuit exists within Relay Panel 201 (RP201), battery-charging alternator, the intake air heater relay (K18), or the air heater circuit to ground.

- STEP 7. Ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries) and use a multimeter selected to test continuity to check for shorts to ground in load wires from the main DC circuit breaker (Foldout Pages and WP 0095, General Maintenance).
- STEP 8. If short circuit is found, continue to STEP 10.
- STEP 9. If no short circuit is found, proceed to next malfunction.
- STEP 10. Disconnect load wires from load terminal of the main DC circuit breaker to separate for individual circuit analysis (WP 0050, Remove/Install Relay Panel and Foldout Pages).
- STEP 11. Test wires for shorts using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 12. If short circuit is found, examine wiring and components within the isolated short circuit(s) visually to determine the wiring or component that is creating the short circuit.
- STEP 13. If visual examination reveals damaged wiring and/or components, repair and/or replace the damaged wiring (WP 0052, Remove/Install Power Wiring Harness) and/or components (WP 0075, Remove/Install Intake Air Heater, WP 0050, Remove/Install Relay Panel, WP 0074, Remove/Install Battery-Charging Alternator Assembly, and WP 0075, Remove/Install Intake Air Heater).
- STEP 14. If visual examination does not reveal damage caused by a short circuit, disconnect each component at the terminal wires and check for shorts to ground of each component using a multimeter set to test continuity (Foldout Pages and WP 0095, General Maintenance).
- STEP 15. Replace battery-charging alternator if continuity is found (WP 0074, Remove/Install Battery-Charging Alternator Assembly).
- STEP 16. If continuity is found in intake air heater circuit, test air intake heaters and repair or replace as required (WP 0075, Remove/Install Intake Air Heater).
- STEP 17. If continuity is found in RP201, determine whether the relay panel or a circuit or component powered from the relay panel is short circuited to ground using wiring diagrams and a multimeter set to test continuity (Foldout Pages and WP 0095, General Maintenance).
- STEP 18. Identify, isolate, and repair or replace plug connectors and/or components or wires that show evidence of a short circuit (WP 0051, Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 19. If there are no visual damages or odor of burned insulation, open relay panel cover to examine internal components for signs of excessive heat and/or the odor of burned insulation.

STEP 20. If the wiring and/or components subjected to short circuit have been identified by a tripped circuit breaker (STEPS 1 through 4), remove the tripped circuit breaker and use wiring diagrams to find the cause of the short circuit (Foldout Pages).

STEP 21. Repair or replace wiring as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).

STEP 22. If symptom continues, test relays (WP 0050, Remove/Install Relay Panel).

STEP 23. Replace any relays and/or wiring that indicate short circuit until the cause of the short circuit has been eliminated (WP 0050, Remove/Install Relay Panel).

STEP 24. If symptom continues, proceed to next malfunction.

MALFUNCTION

Defective DCS.

CORRECTIVE ACTION

STEP 1. Check P1, P2, and P3 at DCS, and ensure they are connected and tight. Connect or tighten as required (WP 0017, Remove/Install DCS).

STEP 2. If symptom continues, check connections at relay control panel, and ensure they are tight and secure. Tighten or secure as required (WP 0050, Remove/Install Relay Panel).

STEP 3. If symptom continues, check CB7 in relay control panel to make sure it is secure and has not been tripped. Secure or reset as required (WP 0050, Remove/Install Relay Panel).

WARNING

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Wires P2-A, P2-B, and P2-C provide battery power to the DCS.

STEP 4. If breaker trips again, check wires P2-A, P2-B, and P2-C to DCS J2 and RP 201 P5D for proper connections, opens, or shorts using wiring diagrams (Foldout Pages) and a multimeter set to test continuity (WP 0095, General Maintenance).

STEP 5. Replace or repair wires and reset or replace CB7 as required (WP 0051, Remove/Install Engine Wiring Harness, WP 0095, General Maintenance, and WP 0050, Remove/Install Relay Panel).

STEP 6. If symptom continues or breaker was not tripped in STEP 3, check DCS LEDs, and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

EMERGENCY STOP push button fails to stop generator set.

MALFUNCTION

EMERGENCY STOP push button failure.

CORRECTIVE ACTION

STEP 1. Push AC CIRCUIT INTERRUPT switch to place generator contactor in [CONTACTOR OPEN] position (TM 9-6115-750-10).

WARNING

While inspecting the operation of the generator set, do not inadvertently reach into the generator set. Failure to comply can cause injury or death to personnel.

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Metal jewelry can conduct electricity and become entangled in generator set components. Remove all jewelry and do not wear loose clothing when working on equipment. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator sets are operating. Failure to comply may cause injury or death to personnel.

STEP 2. Remove CB7 from relay panel (WP 0050, Remove/Install Relay Panel).

STEP 3. Place main DC circuit breaker in OFF/TRIP position (TM 9-6115-750-10).

STEP 4. Reinstall CB7 to relay panel (WP 0050, Remove/Install Relay Panel).

STEP 5. Test EMERGENCY STOP push button, and replace as required (WP 0018, Repair DCS).

SYMPTOM

No power to convenience receptacle or convenience receptacle fails to work.

MALFUNCTION

Convenience receptacle is defective or has been subjected to a ground fault condition.

CORRECTIVE ACTION**WARNING**

Power is available to the convenience receptacle only when the main contactor is closed. Avoid accidental contact. Electrocution is possible. Failure to comply may cause injury or death to personnel.

Ensure the frequency of any device powered by the GFCI convenience receptacle matches the frequency of the generator set. Failure to comply can cause serious injury or death to personnel.

STEP 1. Ensure [CONTACTOR] reads [CLOSED] on the DCS screen and generator set is generating power.

STEP 2. If contactor will not close, troubleshoot IAW Circuit interrupter will not close or open symptom.

NOTE

MEP 1040 and 1041 contain a duplex receptacle as the convenience receptacle and a Ground Fault Interrupter (GFI) located inside the rear access door.

- STEP 3. If generator set is operating and the [CONTACTOR] reads [CLOSED], reset GFI and reset circuit breaker located above convenience receptacle as required (WP 0059, Remove/Install Convenience Receptacle and TM 9-6115-750-10). Proceed to STEP 4.
- STEP 4. If circuit breaker located above convenience receptacle will not reset, replace circuit breaker (WP 0059, Remove/Install Convenience Receptacle).
- STEP 5. If GFI will not reset, replace GFI (WP 0059, Remove/Install Convenience Receptacle).

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

- STEP 6. If symptom continues (GFI and/or circuit breaker will not reset), replace convenience receptacle (WP 0059 Remove/Install Convenience Receptacle).
- STEP 7. If symptom continues, shutdown generator set and remove battery ground cable (WP 0036, Remove/Install Batteries). Inspect wiring from L1, neutral, and ground output terminals to circuit breaker and GFI (Foldout Pages) for corrosion, frayed wires, or damaged insulation.
- STEP 8. Repair or replace wires as required (WP 0059, Remove/Install Convenience Receptacle and WP 0095, General Maintenance).
- STEP 9. If symptom continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), disconnect wires as required, and test all wires for shorts or opens using a multimeter set to test continuity (Foldout Pages and WP 0095, General Maintenance).
- STEP 10. Repair or replace wires as required (WP 0059, Remove/Install Convenience Receptacle and WP 0095, General Maintenance).
- STEP 11. If symptom continues, troubleshoot IAW [Fault 1445: Short Circuit] (WP 0008, Electrical System Troubleshooting with a DCS Code).

SYMPTOM

Circuit interrupter will not close or open.

MALFUNCTION

Contactor or wiring malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 1452: Genset Contactor Fail To Close] (WP 0008, Electrical System Troubleshooting with a DCS Code).

SYMPTOM

Hour meter is no longer recording operating hours.

MALFUNCTION

Defective hour meter.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

NOTE

Wires P2-T and P2-a run from DCS J2 to connector P2 which runs to P500. From P500, the wires go into the printed circuit board module pins 37 and 46 of J500. Wires M3-A and M3-C run from the printed circuit board module to the hour meter.

- STEP 1. Check wiring from hour meter to printed circuit board module for loose connections, bent tabs or pins, or frayed wiring (Foldout Pages).
- STEP 2. Repair or replace as required (WP 0095, General Maintenance and WP 0061, Remove/Install Printed Circuit Board Module).
- STEP 3. If symptom continues, check wiring from DCS to printed circuit board module for loose connections, bent tabs or pins, or frayed wiring (Foldout Pages).
- STEP 4. Repair or replace as required (WP 0095, General Maintenance and WP 0051, Remove/Install Engine Wiring Harness).
- STEP 5. If symptom continues, ensure battery ground cable is disconnected (WP 0036, Remove/Install Batteries), disconnect wires as required, and check all wiring for shorts using a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 6. Repair or replace as required (WP 0095, General Maintenance, WP 0061, Remove/Install Printed Circuit Board Module, and WP 0051, Remove/Install Engine Wiring Harness).
- STEP 7. If symptom continues, replace hour meter (WP 0062, Remove/Install Hour Meter).
- STEP 8. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
ENGINE SYSTEM TROUBLESHOOTING WITH A DCS CODE

INITIAL SETUP:**Test Equipment**

Cable, Remote Control (WP 0162, Table 2, Item 10)
 Test Set, Electronic Systems (WP 0162, Table 2, Item 35)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

91D (1)

References

TM 9-6115-750-10
 WP 0008, Electrical System Troubleshooting with a DCS Code
 WP 0011, Engine System Troubleshooting without a DCS Code
 WP 0012, Exhaust System Troubleshooting without a DCS Code
 WP 0013, Winterization Kit Troubleshooting
 WP 0016, Field PMCS
 WP 0017, Remove/Install DCS
 WP 0018, Repair DCS
 WP 0019, Remove/Install Air Intake Hose Assemblies
 WP 0020, Service Air Cleaner
 WP 0029, Remove/Install Front Body Panel
 WP 0036, Remove/Install Batteries
 WP 0040, Service Fuel System
 WP 0041, Remove/Install Fuel Pump Main/Auxiliary
 WP 0042, Remove/Install Fuel Manifold
 WP 0043, Remove/Install Fuel Filter/Water Separator Assembly

References

WP 0044, Replace Fuel Filter/Water Separator Element
 WP 0050, Remove/Install Relay Panel
 WP 0051, Remove/Install Engine Wiring Harness
 WP 0052, Remove/Install Power Wiring Harness
 WP 0063, Remove/Install 50/60 Hz Engine Assembly
 WP 0064, Remove/Install 400 Hz Engine Assembly
 WP 0065, Service Lubrication System
 WP 0066, Remove/Install Engine Oil Drain Hose
 WP 0067, Remove/Install Oil Cooler
 WP 0068, Remove/Install Fuel Injectors
 WP 0069, Remove/Install Fuel Injection Pump
 WP 0072, Remove/Install Starter
 WP 0074, Remove/Install Battery-Charging Alternator Assembly
 WP 0075, Remove/Install Intake Air Heater
 WP 0079, Remove/Install Turbocharger
 WP 0082, Service Engine Valves
 WP 0083, Remove/Install Flywheel
 WP 0084, Remove/Install Crankcase Rear Bearing Case Cover
 WP 0085, Remove/Install Engine Speed Sensor
 WP 0086, Remove/Install Oil Pan and Strainer
 WP 0087, Test Engine Compression
 WP 0088, Test Engine Oil Pressure
 WP 0095, General Maintenance
 WP 0097, Remove/Install Gear Case Cover
 WP 0098, Replace Cylinder Head Gasket
 Foldout Pages

ENGINE ASSEMBLY**NOTE**

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Read the entire corrective action sequence before beginning steps to complete corrective action for a malfunction.

FAULT RESET switch must be pushed to clear each fault code as it is addressed.

Capture spilled fluids and dispose of IAW local SOP.

SYMPTOM

[Fault 234: Overspeed Shutdown] displayed on DCS screen.

NOTE

[Warning 1992: High Speed Warning] displays on DCS when engine speed is 9% greater than rated speed. [Fault 234: Overspeed Shutdown] occurs when engine speed is 10% greater than rated speed.

MALFUNCTION

Large block load removal or vapor drawn into intake air passage.

CORRECTIVE ACTION

STEP 1. Shut down and restart generator set (TM 9-6115-750-10).

STEP 2. If symptom continues, adjust engine speed sensor (WP 0085, Remove/Install Engine Speed Sensor).

STEP 3. If symptom continues, troubleshoot IAW [Fault 115: Speed Signal Lost] (WP 0008, Electrical System Troubleshooting with a DCS Code).

WARNING

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

- STEP 4. If symptom continues, check for source of flammable vapor being drawn into the intake air passage.
- STEP 5. Remove source of flammable vapor or relocate generator set.
- STEP 6. If symptom continues, check turbocharger seals for leaking oil or test turbocharger for malfunctioning waste gate actuator valve (WP 0079, Remove/Install Turbocharger).
- STEP 7. Replace turbocharger as required (WP 0079, Remove/Install Turbocharger).
- STEP 8. If symptom continues, troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).
- STEP 9. If symptom continues, check fuel injection pump adjust or replace as required (WP 0069, Remove/Install Fuel Injection Pump).

SYMPTOM

[Fault 359: Fail to Start] displayed on DCS screen.

NOTE

[Fault 359: Fail to Start] displays once a failure to start results after a continuous crank engage time of 75 sec.

MALFUNCTION

Fuel tank is empty or improper connection.

CORRECTIVE ACTION

WARNING

- Fuels used in the generator set are combustible. Ensure fuel source grounding strap is connected to unit fuel fill grounding stud. When filling the fuel tank, maintain metal-to-metal contact between filler nozzle and fuel tank opening to eliminate ESD. Failure to comply may cause injury or death to personnel.
- Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.
 - STEP 1. Check to see if there is fuel in the tank visually and check DCS screen for fuel status (TM 9-6115-750-10).
 - STEP 2. If tank is empty, fill fuel tank (TM 9-6115-750-10).
 - STEP 3. If symptom continues, ensure governor actuator connector is installed to wiring harness and install as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 4. If symptom continues, inspect wiring harness at main and auxiliary fuel pumps and ensure two connectors are installed to correct fuel pumps (WP 0041, Remove/Install Fuel Pump Main/Auxiliary, WP 0051, Remove/Install Engine Wiring Harness, and Foldout Pages).

STEP 5. If symptom continues, proceed to next malfunction.

MALFUNCTION

Dirty air cleaner element, intake air hose restriction, or excess backpressure.

CORRECTIVE ACTION

STEP 1. Check air cleaner element and replace as required (WP 0020, Service Air Cleaner).

STEP 2. Inspect intake hose for restriction or signs of damage and replace as required (WP 0019, Remove/Install Air Intake Hose Assemblies).

STEP 3. If symptom continues, check for excess backpressure IAW High pitched hiss or whistle heard at exhaust outlet with a decrease in engine performance symptom (WP 0012, Exhaust System Troubleshooting without a DCS Code).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel system malfunction.

CORRECTIVE ACTION

WARNING

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. Check fuel filter/water separator for water and drain fuel filter/water separator as required (TM 9-6115-750-10).

STEP 2. If symptom continues, change fuel filter/water separator element (WP 0044, Replace Fuel Filter/Water Separator Element).

STEP 3. If symptom continues, check fuel flow and purge fuel lines (WP 0040, Service Fuel System).

STEP 4. If symptom continues, inspect fuel manifold by fuel filter/water separator for incorrect connections and clogs. Repair or replace as required (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).

STEP 5. If symptom continues, service fuel strainers if not already serviced (WP 0040, Service Fuel System) and inspect fuel manifold for leaks or damage (WP 0042, Remove/Install Fuel Manifold).

STEP 6. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection timing incorrect or governor actuator malfunction.

CORRECTIVE ACTION**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. Troubleshoot IAW [Warning 2967: Governor Fault] (WP 0008, Electrical System Troubleshooting with a DCS Code).

CAUTION

Damage or incorrect installation of the brass packing (WP 0069, Remove/Install Fuel Injection Pump, Figure 5, Item 4) for the fuel injection pump may result in inoperability of the generator set. Before checking fuel injection pump timing, ensure brass packing is not damaged and has been installed correctly.

STEP 2. Ensure brass packing is not damaged and is installed correctly. Check fuel injection timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Improper clearance (open or close timing) of intake/exhaust valves.

CORRECTIVE ACTION

STEP 1. Adjust valve clearance (WP 0082, Service Engine Valves).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Cold weather conditions.

CORRECTIVE ACTION**NOTE**

Intake air heaters will turn on between 20°F and -25°F (-6°C and -32°C) and winterization kit will turn on below -25°F (-32°C).

STEP 1. Allow time for winterization kit/starting aids to work if outside normal temperature range (TM 9-6115-750-10).

STEP 2. If malfunction is suspected, troubleshoot IAW Cold weather starting aids fail to work properly (WP 0011, Engine System Troubleshooting without a DCS Code).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Leaking cylinder head gasket.

CORRECTIVE ACTION

- STEP 1. Visually inspect area around cylinder head gasket for leaks or signs of separation. Replace cylinder head gasket as required (WP 0098, Replace Cylinder Head Gasket).
- STEP 2. If symptom continues, examine oil on dipstick for evidence of coolant or other foreign fluid (TM 9-6115-750-10).
- STEP 3. If coolant or foreign fluid is found, change oil if not already changed as a result of troubleshooting (WP 0065, Service Lubrication System).
- STEP 4. If oil remains contaminated with coolant or foreign fluid, check engine compression (WP 0087, Test Engine Compression).
- STEP 5. If compression is low or erratic or oil remains contaminated with coolant or foreign fluid, replace cylinder head gasket or engine as required (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly and WP 0098, Replace Cylinder Head Gasket).
- STEP 6. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection malfunction.

CORRECTIVE ACTION

- STEP 1. Check fuel injection lines for loose nuts or leakage. Replace or repair as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 2. If symptom continues, test fuel injectors and replace as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 3. If symptom continues, replace fuel injection pump (WP 0069, Remove/Install Fuel Injection Pump).
- STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

[Fault 415: Low Oil Pressure] displayed on DCS screen.

NOTE

[Warning 143: Pre-Low Oil Pressure] will display on DCS when oil pressure reaches 15 psi at rated load or 13 psi at idle. [Fault 415: Low Oil Pressure] will display on the DCS and cause a generator set shutdown when oil pressure reaches 10 psi at rated load or 8 psi at idle.

MALFUNCTION

Low engine oil level.

CORRECTIVE ACTION**WARNING**

Allow engine to cool from normal operating temperature prior to draining engine oil and removing oil filter. Failure to comply may cause injury or death to personnel.

NOTE

Capture drained engine oil and dispose of IAW local SOP.

- STEP 1. Check engine oil level and appearance. If oil appears diluted or contaminated, proceed to next malfunction or add engine oil as required (TM 9-6115-750-10).
- STEP 2. If engine oil was added in STEP 1, proceed to STEP 4.
- STEP 3. If engine oil was not added in STEP 1, proceed to next malfunction.
- STEP 4. Check oil lines for leaks or damage at turbocharger, fuel injection pump, and engine oil drain valve and hose. Repair as required (WP 0066, Remove/Install Engine Oil Drain Hose; WP 0069, Remove/Install Fuel Injection Pump; and WP 0079, Remove/Install Turbocharger).
- STEP 5. If symptom continues, check for oil leaks at oil cooler and oil filter. Replace or repair as required (WP 0065, Service Lubrication System and WP 0067, Remove/Install Oil Cooler).
- STEP 6. If symptom continues, inspect area around flywheel and AC generator for signs of oil leaks. Replace crankcase rear bearing case cover if signs of oil leaks are found (WP 0084, Remove/Install Crankcase Rear Bearing Case Cover).
- STEP 7. If symptom continues, inspect area around harmonic balancer and gear case cover for signs of oil leaks. Replace oil seal in gear case cover as required (WP 0097, Remove/Install Gear Case Cover).
- STEP 8. If low and no leaks are found, troubleshoot IAW Excessive Oil Consumption symptom (WP 0011, Engine System Troubleshooting without a DCS Code).

MALFUNCTION

Diluted engine oil.

CORRECTIVE ACTION

- STEP 1. Examine oil on dipstick for evidence of coolant or other foreign fluid (TM 9-6115-750-10).
- STEP 2. If coolant or foreign fluid is found, change oil and oil filter if not already changed as a result of troubleshooting (WP 0065, Service Lubrication System).
- STEP 3. If oil remains contaminated with coolant or foreign fluid, check engine compression (WP 0087, Test Engine Compression).
- STEP 4. If compression is low or erratic or oil remains contaminated with coolant or foreign fluid, replace cylinder head gasket or engine assembly as required (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly and WP 0098, Replace Cylinder Head Gasket).
- STEP 5. If compression check does not reveal fault and coolant or foreign fluid is no longer on dipstick, proceed to next malfunction.
- STEP 6. If coolant or foreign fluid continues to show on dipstick after cylinder head gasket replacement, replace engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

MALFUNCTION

Defective engine oil pressure sender.

CORRECTIVE ACTION

- STEP 1. Perform oil pressure test to determine engine oil pressure on DCS screen is accurate (WP 0088, Test Engine Oil Pressure).
- STEP 2. If oil pressure reading on DCS is not accurate, troubleshoot IAW [Warning 135: Oil Pressure Sensor High] symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).
- STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Clogged oil strainer.

CORRECTIVE ACTION

- STEP 1. Inspect and replace oil strainer as required (WP 0086, Remove/Install Oil Pan and Strainer).
- STEP 2. If strainer is not clogged or symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

[Fault 1438: Fail to Crank] displayed on DCS screen.

NOTE

[Fault 1438: Fail to Crank] displays when the engine fails to rotate or the DCS fails to sense the engine rotation. When engine control switch turns over the engine but [Fault 1438: Fail to Crank] appears and prevents starting, the malfunction is speed signal related. See [Fault 115: Speed Signal Lost] (WP 0009, Electrical System Troubleshooting with a DCS Code).

MALFUNCTION

DEAD CRANK SWITCH is not in NORMAL position or will not turn over engine.

CORRECTIVE ACTION

- STEP 1. Ensure the DEAD CRANK SWITCH is in NORMAL position (TM 9-6115-750-10).
- STEP 2. If not in NORMAL position, place DEAD CRANK SWITCH in the NORMAL position (TM 9-6115-750-10).
- STEP 3. If symptom continues, use DEAD CRANK SWITCH to turn over engine (TM 9-6115-750-10).
- STEP 4. If engine turns over, proceed to Defective wiring or DCS malfunction.
- STEP 5. If engine does not turn over, proceed to next malfunction.

MALFUNCTION

Battery connections are loose or batteries are insufficiently charged.

CORRECTIVE ACTION**WARNING**

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

- STEP 1. Check for corroded or loose battery connections. Clean/replace corroded battery connections and tighten loose battery connections as required (WP 0036, Remove/Install Batteries).
- STEP 2. Check DCS voltage meter for a reading less than 24 VDC indicating battery voltage is low (TM 9-6115-750-10).
- STEP 3. If battery voltage is not low, proceed to next malfunction.

- STEP 4. If battery voltage is low, use a multimeter selected for the appropriate VDC scale to measure the voltage of each battery at the battery terminals (WP 0095, General Maintenance and WP 0036, Remove/Install Batteries).
- STEP 5. Charge batteries, start engine utilizing the NATO slave receptacle and an outside power source, or replace batteries as required (WP 0036, Remove/Install Batteries; WP 0095, General Maintenance; and TM 9-6115-750-10).
- STEP 6. Start generator set (TM 9-6115-750-10) and observe DCS [Battery] [Adc] indicator to ensure battery-charging alternator is charging batteries properly (TM 9-6115-750-10). Test battery-charging alternator if batteries are not charging properly and replace as required (WP 0074, Remove/Install Battery-Charging Alternator Assembly).
- STEP 7. If symptom continues, proceed to next malfunction.

MALFUNCTION

Defective starter or flywheel.

CORRECTIVE ACTION

- STEP 1. Test starter and replace as required (WP 0072, Remove/Install Starter).
- STEP 2. If symptom continues, check flywheel for damage or obstruction and repair or replace as required (WP 0083, Remove/Install Flywheel).
- STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Defective wiring or DCS.

CORRECTIVE ACTION

- STEP 1. Test relay K10 for resistance and proper operation and replace as required (WP 0050, Remove/Install Relay Panel).

NOTE

When performing starter test in STEP 2, use engine control switch in the START position instead of using DEAD CRANK SWITCH. Test will determine if DCS is supplying voltage to the starter.

- STEP 2. If symptom continues, test starter IAW WP 0072, Remove/Install Starter using START position of engine control switch.
- STEP 3. If proper voltage is detected at starter, replace starter as required if not already replaced (WP 0072, Remove/Install Starter).
- STEP 4. If low or no voltage is detected at starter, remove battery ground cable (WP 0036, Remove/Install Batteries) and test starter wiring leads for shorts or opens using wiring diagrams (Foldout Pages) and a multimeter set to test continuity (WP 0095, General Maintenance).
- STEP 5. Repair or replace wiring as required (WP 0095, General Maintenance and WP 0052, Remove/Install Power Wiring Harness).
- STEP 6. If symptom continues, ensure battery ground cable is removed (WP 0036, Remove/Install Batteries) and use wiring diagrams (Foldout Pages) and a multimeter set to test continuity (WP 0095, General Maintenance) to check wires P3-Y and P2-L for opens or shorts.

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- STEP 7. Repair or replace wiring as required (WP 0095, General Maintenance and WP 0052, Remove/Install Engine Wiring Harness).
- STEP 8. If symptom continues, test engine control switch and replace as required (WP 0018, Repair DCS).
- STEP 9. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

[Warning 143: Pre-Low Oil Pressure] displayed on DCS screen.

NOTE

[Warning 143: Pre-Low Oil Pressure] will display on DCS when oil pressure reaches 15 psi at rated load or 13 psi at idle. [Fault 415: Low Oil Pressure] will display on the DCS and cause a generator set shutdown when oil pressure reaches 10 psi at rated load or 8 psi at idle.

MALFUNCTION

Engine oil malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 415: Low Oil Pressure] displayed on DCS screen symptom.

SYMPTOM

[Warning 1992: High Speed Warning] displayed on DCS screen.

MALFUNCTION

Engine speed malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 234: Overspeed Shutdown] displayed on DCS screen symptom.

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
ENGINE SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

91D (1)

References

TM 9-6115-750-10

WP 0007, Cooling System Troubleshooting with a DCS Code

WP 0008, Electrical System Troubleshooting with a DCS Code

WP 0010, Engine System Troubleshooting with a DCS Code

WP 0011, Engine System Troubleshooting without a DCS Code

WP 0012, Exhaust System Troubleshooting without a DCS Code

WP 0013, Winterization Kit Troubleshooting

WP 0016, Field PMCS

WP 0017, Remove/Install DCS

WP 0018, Repair DCS

WP 0019, Remove/Install Air Intake Hose Assemblies

WP 0020, Service Air Cleaner

WP 0021, Service Cooling System

WP 0022, Remove/Install Coolant Recovery System

WP 0024, Remove/Install Radiator Hose and Tube Assemblies

WP 0025, Remove/Install Winterization Kit Components

References

WP 0027, Remove/Install Radiator Assembly

WP 0036, Remove/Install Batteries

WP 0038, Remove/Install Intake Air Heater Relay

WP 0040, Service Fuel System

WP 0041, Remove/Install Fuel Pump, Main/Auxiliary

WP 0042, Remove/Install Fuel Manifold

WP 0043, Remove/Install Fuel Filter/Water Separator Assembly

WP 0044, Remove/Install Fuel Filter/Water Separator Element

WP 0045, Remove/Install Fuel Hoses and Clamp Bands

WP 0047, Remove/Install Fuel Tank

WP 0048, Remove/Install Fuel Tank Drain Valve Assembly

WP 0049, Remove/Install Fuel Tank Filler Neck

WP 0051, Remove/Install Engine Wiring Harness

WP 0052, Remove/Install Power Wiring Harness

WP 0063, Remove/Install 50/60 Hz Engine Assembly

WP 0064, Remove/Install 400 Hz Engine Assembly

WP 0065, Service Lubrication System

WP 0066, Remove/Install Engine Oil Drain Hose

WP 0067, Remove/Install Oil Cooler

WP 0068, Remove/Install Fuel Injectors

WP 0069, Remove/Install Fuel Injection Pump

WP 0070, Remove/Install Water Pump

WP 0071, Remove/Install Thermostat

WP 0072, Remove/Install Starter

WP 0073, Remove/Install Battery-Charging Alternator Belt

INITIAL SETUP — CONTINUED:**References**

WP 0074, Remove/Install Battery-Charging Alternator Assembly
WP 0075, Remove/Install Intake Air Heaters
WP 0078, Service Turbocharger
WP 0079, Remove/Install Turbocharger
WP 0081, Remove/Install Valve Cover
WP 0082, Service Engine Valves
WP 0083, Remove/Install Flywheel
WP 0084, Remove/Install Crankcase Rear Bearing Case Cover

References

WP 0086, Remove/Install Oil Pan and Strainer
Foldout Pages

ENGINE ASSEMBLY**NOTE**

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Read the entire corrective action sequence before beginning steps to complete corrective action for a malfunction.

Capture spilled fluids and dispose of IAW local SOP.

SYMPTOM

Evidence of fluid leakage found around engine.

NOTE

Capture spilled fluids and dispose of IAW local SOP.

MALFUNCTION

Engine is leaking oil.

CORRECTIVE ACTION**WARNING**

Allow engine to cool from normal operating temperature prior to draining engine oil and removing oil filter. Failure to comply may cause injury or death to personnel.

STEP 1. Check for oil leaks at oil cooler and oil filter. Replace or repair as required (WP 0065, Service Lubrication System and WP 0067, Remove/Install Oil Cooler).

STEP 2. If loose, tighten oil filter as required (WP 0065, Service Lubrication System).

- STEP 3. If symptom continues, inspect valve cover and valve cover gasket (WP 0081, Remove/Install Valve Cover). Replace as required.
- STEP 4. If symptom continues, inspect oil inlet line and oil outlet line to and from turbocharger (WP 0079, Remove/Install Turbocharger), fuel injection pump (WP 0069, Remove/Install Fuel Injection Pump), and engine oil drain valve and hose (WP 0066, Remove/Install Engine Oil Drain Hose).
- STEP 5. Replace any line if found to be leaking or damaged (WP 0079, Remove/Install Turbocharger; WP 0069, Remove/Install Fuel Injection Pump; and WP 0066, Remove/Install Engine Oil Drain Hose).
- STEP 6. If symptom continues, inspect area around flywheel and AC generator for signs of oil leaks. Replace crankcase rear bearing case cover assembly as required (WP 0084, Remove/Install Crankcase Rear Bearing Case Cover).
- STEP 7. If symptom continues, inspect oil pan. Replace oil pan as required (WP 0086, Remove/Install Oil Pan and Strainer).
- STEP 8. If symptom continues, inspect area around harmonic balancer and gear case cover for signs of oil leaks. Replace oil seal in gear case cover as required (WP 0097, Remove/Install Gear Case Cover).
- STEP 9. If symptom continues with Class III leak, replace engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

MALFUNCTION

Engine is leaking coolant.

CORRECTIVE ACTION**WARNING**

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

CAUTION

Be sure to close radiator cap securely to avoid coolant leakage. Engine may overheat if cap is loose. Failure to comply may cause damage to equipment.

- STEP 1. Inspect radiator hoses and coolant recovery bottle and hoses for leaks. Repair or replace as required (WP 0022, Remove/Install Coolant Recovery System and WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
- STEP 2. If symptom continues, inspect radiator and test cap (WP 0027, Remove/Install Radiator Assemblies and WP 0021, Service Cooling System). Replace as required.
- STEP 3. If symptom continues, inspect water pump and/or thermostat for leaks. Replace as required (WP 0070, Remove/Install Water Pump and WP 0071, Remove/Install Thermostat).

- STEP 4. If symptom continues, inspect oil cooler and hoses for leaks. Repair or replace as required (WP 0067, Remove/Install Oil Cooler).
- STEP 5. If symptom continues, inspect winterization kit, if applicable. Repair or replace as required (WP 0025, Remove/Install Winterization Kit Components).
- STEP 6. If symptom continues, inspect cylinder head gasket and freeze plugs on engine for signs of a Class III leak. Replace cylinder head gasket or freeze plugs as required (WP 0095, General Maintenance and WP 0098, Replace Cylinder Head Gasket).
- STEP 7. If symptom continues, examine oil on dipstick for evidence of coolant or other foreign fluid.
- STEP 8. If evidence of coolant or other foreign fluid is found on dipstick, check engine compression and replace engine or cylinder head gasket if not already replaced as required (WP 0062, Test Engine Compression, WP 0064, Remove/Install 50/60 Hz Engine Assembly or WP 0065, Remove/Install 400 Hz Engine Assembly, and WP 0098, Replace Cylinder Head Gasket).

MALFUNCTION

Engine is leaking fuel.

CORRECTIVE ACTION

WARNING

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Do not operate generator set if fuel leaks are present. Fuel is combustible. Always perform PMCS before operation. Failure to comply may cause injury or death to personnel.

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

- STEP 1. Inspect all fuel hoses (WP 0045, Remove/Install Fuel Hoses and Clamp Bands). Replace as required.
- STEP 2. If symptom continues, inspect fuel filter/water separator assembly (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly). Replace as required.
- STEP 3. If symptom continues, inspect fuel injectors, fuel injection pump, and lines (WP 0069, Remove/Install Fuel Injection Pump and WP 0068, Remove/Install Fuel Injectors). Replace as required.
- STEP 4. If symptom continues, inspect fuel tank (WP 0047, Remove/Install Fuel Tank) and fuel filler neck (WP 0049, Remove/Install Fuel Tank Filler Neck) for leaks. Replace as required.
- STEP 5. If symptom continues, tighten fuel drain line valve if necessary and inspect fuel drain line for leaks (WP 0048, Remove/Install Fuel Tank Drain Valve Assembly). Repair or replace as required.
- STEP 6. If symptom continues, inspect fuel pumps and fuel manifold for leaks (WP 0041 Remove/Install Fuel Pump, Main/Auxiliary and WP 0042, Remove/Install Fuel Manifold). Replace as required.

SYMPTOM

Engine cranks slowly and fails to start.

MALFUNCTION

Battery connections are loose or batteries are insufficiently charged.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

- STEP 1. Check for corroded or loose battery connections. Clean/replace corroded battery connections and tighten loose battery connections as required (WP 0036, Remove/Install Batteries).
- STEP 2. Check DCS voltage meter for a reading less than 24 VDC indicating battery voltage is low (TM 9-6115-750-10).
- STEP 3. If battery voltage is not low, proceed to next malfunction.
- STEP 4. If battery voltage is low, use a multimeter selected for the appropriate VDC scale to measure the voltage of each battery at the battery terminals (WP 0095, General Maintenance and WP 0036, Remove/Install Batteries).
- STEP 5. Charge batteries, start engine utilizing the NATO slave receptacle and an outside power source, or replace batteries as required (WP 0036, Remove/Install Batteries; WP 0095, General Maintenance; and TM 9-6115-750-10).
- STEP 6. Start generator set and observe DCS [Battery] [Adc] indicator to ensure battery-charging alternator is charging batteries properly (TM 9-6115-750-10). Test battery-charging alternator if batteries are not charging properly and replace as required (WP 0074, Remove/Install Battery-Charging Alternator Assembly).
- STEP 7. If symptom continues, proceed to next malfunction.

MALFUNCTION

Dirty air cleaner element or intake air restriction.

CORRECTIVE ACTION

- STEP 1. Check air cleaner element and replace as required (WP 0020, Service Air Cleaner).
- STEP 2. If symptom continues, inspect intake hose for restriction or signs of damage and replace as required (WP 0019, Remove/Install Air Intake Hose Assemblies).

STEP 3. If symptom continues, check exhaust system for excess back pressure IAW High pitched hiss or whistle heard at exhaust outlet with a decrease in engine performance symptom (WP 0012, Exhaust System Troubleshooting without a DCS Code).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel system malfunction.

CORRECTIVE ACTION

WARNING

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. Check fuel filter/water separator for water and drain fuel filter/water separator as required (TM 9-6115-750-10).

STEP 2. If symptom continues, check fuel flow and purge fuel lines (WP 0040, Service Fuel System).

STEP 3. If symptom continues, inspect fuel manifold by fuel filter/water separator for incorrect connections and clogs. Repair or replace as required (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).

STEP 4. If symptom continues, service fuel strainers if not already serviced (WP 0040, Service Fuel System) and inspect fuel manifold for leaks or damage. Repair or replace as required (WP 0042, Remove/Install Fuel Manifold).

STEP 5. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection timing incorrect or governor actuator malfunction.

CORRECTIVE ACTION

WARNING

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. If symptom continues, troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

CAUTION

Damage or incorrect installation of the brass packing (WP 0069, Remove/Install Fuel Injection Pump, Figure 5, Item 4) for the fuel injection pump may result in inoperability of the generator set. Before checking fuel injection pump timing, ensure brass packing is not damaged and has been installed correctly.

STEP 2. Ensure brass packing is not damaged and is installed correctly. Check fuel injection timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

MALFUNCTION

Cold weather conditions.

CORRECTIVE ACTION**NOTE**

Intake air heaters will turn on between 20°F and -25°F (-6°C and -32°C) and winterization kit will turn on at -25°F (-32°C) and below.

STEP 1. Allow time for winterization kit/starting aids to work if outside normal temperature range (TM 9-6115-750-10).

STEP 2. If malfunction is suspected, proceed to Cold weather starting aids fail to work properly symptom.

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Starter is defective/wiring is incorrect.

CORRECTIVE ACTION

STEP 1. Test starter and replace as required (WP 0072, Remove/Install Starter).

STEP 2. If symptom continues, ensure wiring is correctly installed to starter and adjust as required (WP 0072, Remove/Install Starter).

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

STEP 3. If symptom continues, ensure battery ground cable is removed (WP 0036, Remove/Install Batteries) and test wiring leads for shorts using wiring diagrams (Foldout Pages) and a multimeter set to test continuity (WP 0095, General Maintenance).

STEP 4. Repair or replace wiring as required (WP 0095, General Maintenance and WP 0052, Remove/Install Power Wiring Harness).

STEP 5. If symptom continues, proceed to next malfunction.

MALFUNCTION

Flywheel is defective.

CORRECTIVE ACTION

STEP 1. Inspect starter/flywheel connection and look for damaged or missing flywheel teeth.

STEP 2. If flywheel is defective (missing teeth) replace flywheel (WP 0083, Remove/Install Flywheel).

STEP 3. If symptom continues or flywheel is not defective, proceed to next malfunction.

MALFUNCTION

Fuel injection malfunction.

CORRECTIVE ACTION

- STEP 1. Check fuel injection lines for loose nuts or leakage. Replace or repair as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 2. If symptom continues, test fuel injectors and replace as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 3. If symptom continues, replace fuel injection pump (WP 0069, Remove/Install Fuel Injection Pump).
- STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Engine will not shut down.

MALFUNCTION

Governor actuator malfunction.

CORRECTIVE ACTION

- STEP 1. Use EMERGENCY STOP push button to shut down generator set (TM 9-6115-750-10).
- STEP 2. Troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).
- STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Engine control switch fault.

CORRECTIVE ACTION

- STEP 1. Rotate engine control switch and confirm that engine control switch is not between two positions.
- STEP 2. Confirm proper installation of engine control switch (WP 0018, Repair DCS).
- STEP 3. Check for loose or damaged wires (WP 0018, Repair DCS).
- STEP 4. Test engine control switch and replace as required (WP 0018, Repair DCS).
- STEP 5. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

SYMPTOM

Engine cranks normally but fails to start.

MALFUNCTION

Engine system malfunction.

CORRECTIVE ACTION

Troubleshoot IAW [Fault 359: Fail to Start] displayed on DCS screen symptom (WP 0010, Engine System Troubleshooting with a DCS Code).

SYMPTOM

Engine starts but stops after starting.

MALFUNCTION

No or low fuel.

CORRECTIVE ACTION

STEP 1. Check fuel tank. Fill as required (WP 0040, Service Fuel System).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel system malfunction.

CORRECTIVE ACTION**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. Check fuel filter/water separator for water and drain fuel filter/water separator as required (TM 9-6115-750-10).

STEP 2. If symptom continues, check fuel flow and purge fuel lines (WP 0040, Service Fuel System).

STEP 3. If symptom continues, inspect fuel manifold by fuel filter/water separator for incorrect connections and clogs. Repair or replace as required (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).

STEP 4. If symptom continues, service fuel strainers if not already serviced (WP 0040, Service Fuel System) and inspect fuel manifold for leaks or damage and repair or replace as required (WP 0042, Remove/Install Fuel Manifold).

STEP 5. If symptom continues, proceed to next malfunction.

MALFUNCTION

Dirty air cleaner element or intake air restriction.

CORRECTIVE ACTION

STEP 1. Check air cleaner element and replace as required (WP 0020, Service Air Cleaner).

STEP 2. If symptom continues, inspect intake hose for restriction or signs of damage and replace as required (WP 0019, Remove/Install Air Intake Hose Assemblies).

STEP 3. If symptom continues, check exhaust system for excess back pressure IAW High pitched hiss or whistle heard at exhaust outlet with a decrease in engine performance symptom (WP 0012, Exhaust System Troubleshooting without a DCS Code).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection timing incorrect or governor actuator malfunction.

CORRECTIVE ACTION**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. If symptom continues, troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

STEP 2. Check fuel injection timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Engine control switch fault.

CORRECTIVE ACTION

STEP 1. Rotate engine control switch and confirm that engine control switch is not between two positions.

STEP 2. If symptom continues, confirm proper installation of engine control switch and check for loose or damaged wires (WP 0018, Repair DCS).

STEP 3. If symptom continues, test engine control switch and replace as required (WP 0018, Repair DCS).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection or DCS malfunction.

CORRECTIVE ACTION

- STEP 1. Check fuel injection lines for loose nuts or leakage. Replace or repair as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 2. If symptom continues, test fuel injectors and replace as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 3. If symptom continues, replace fuel injection pump (WP 0069, Remove/Install Fuel Injection Pump).
- STEP 4. If symptom continues, check DCS LEDs and replace DCS as required (WP 0017, Remove/Install DCS).

SYMPTOM

Engine stops suddenly during normal operation.

MALFUNCTION

Engine malfunction.

CORRECTIVE ACTION

Troubleshoot IAW Engine starts but stops after starting symptom.

SYMPTOM

Engine runs erratically, performs poorly (does not develop full power), or misfires.

MALFUNCTION

Dirty air cleaner element.

CORRECTIVE ACTION

- STEP 1. Check air filter restriction indicator and inspect air cleaner element (TM 9-6115-750-10) Replace air cleaner element as required (TM 9-6115-750-10).
- STEP 2. If symptom continues, check exhaust system for excess back pressure IAW High pitched hiss or whistle heard at exhaust outlet with a decrease in engine performance symptom (WP 0012, Exhaust System Troubleshooting without a DCS Code).
- STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Insufficient oil level.

CORRECTIVE ACTION

STEP 1. Check oil level and fill as required (WP 0065, Service Lubrication System).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel system malfunction.

CORRECTIVE ACTION**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. Check fuel filter/water separator for water and drain fuel filter/water separator as required (TM 9-6115-750-10).

STEP 2. If symptom continues, check fuel flow and purge fuel lines (WP 0040, Service Fuel System).

STEP 3. If symptom continues, inspect fuel manifold by fuel filter/water separator for incorrect connections and clogs. Repair or replace as required (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).

STEP 4. If symptom continues, service fuel strainers if not already serviced (WP 0040, Service Fuel System) and inspect fuel manifold for leaks or damage. Repair or replace as required (WP 0042, Remove/Install Fuel Manifold).

STEP 5. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection timing or governor actuator malfunction.

CORRECTIVE ACTION**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. Troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

STEP 2. If symptom continues, check fuel injection timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Dirty turbocharger blower.

CORRECTIVE ACTION

STEP 1. Clean turbocharger (WP 0078, Service Turbocharger).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Turbocharger waste gate valve malfunction.

CORRECTIVE ACTION

STEP 1. Test turbocharger waste gate valve for malfunction and replace turbocharger as required (WP 0079, Remove/Install Turbocharger).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Valves improperly adjusted.

CORRECTIVE ACTION

STEP 1. Adjust valves (WP 0082, Service Engine Valves).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection malfunction.

CORRECTIVE ACTION

STEP 1. Check fuel injection lines for loose nuts or leakage. Replace or repair as required (WP 0068, Remove/Install Fuel Injectors).

STEP 2. If symptom continues, test fuel injectors and replace as required (WP 0068, Remove/Install Fuel Injectors).

STEP 3. If symptom continues, replace fuel injection pump as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Engine stability or hunting problems.

MALFUNCTION

High or low ambient temperatures.

CORRECTIVE ACTION

Adjust gain settings (WP 0017, Remove/Install DCS).

SYMPTOM

Excessive oil consumption.

WARNING

Allow engine to cool from normal operating temperature prior to draining engine oil and removing oil filter. Failure to comply may cause injury or death to personnel.

MALFUNCTION

Oil change overdue, incorrect grade or type (for ambient temperature range), or oil level too high.

CORRECTIVE ACTION

STEP 1. Perform a lubrication system change (WP 0065, Service Lubrication System).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Leakage from oil lines, oil filter, or valve cover.

CORRECTIVE ACTION

STEP 1. Check for oil leaks at oil cooler and oil filter. Replace or repair as required (WP 0065, Service Lubrication System and WP 0067, Remove/Install Oil Cooler).

STEP 2. If loose, tighten oil filter as required (WP 0065, Service Lubrication System).

STEP 3. Inspect valve cover and valve cover gasket (WP 0081, Remove/Install Valve Cover). Replace as required.

STEP 4. Inspect oil inlet line and oil outlet line to and from turbocharger (WP 0079, Remove/Install Turbocharger), fuel injection pump (WP 0069, Remove/Install Fuel Injection Pump), and engine oil drain valve and hose (WP 0066, Remove/Install Engine Oil Drain Hose).

STEP 5. Replace any line if found to be leaking or damaged (WP 0069, Remove/Install Fuel Injection Pump; WP 0079, Remove/Install Turbocharger; and WP 0066, Remove/Install Engine Oil Drain Hose).

STEP 6. If symptom continues, proceed to next malfunction.

MALFUNCTION

Diluted engine oil.

CORRECTIVE ACTION

- STEP 1. Examine oil on dipstick for evidence of coolant or other foreign fluid (TM 9-6115-750-10).
- STEP 2. Change oil, if not already changed as a result of troubleshooting (WP 0065, Service Lubrication System).
- STEP 3. If oil remains contaminated with coolant or foreign fluid, check engine compression (WP 0087, Test Engine Compression).
- STEP 4. If compression check reveals fault, replace engine assembly or cylinder head gasket as required (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly and WP 0098, Remove/Install Cylinder Head Gasket).
- STEP 5. If compression check does not reveal fault and coolant or foreign fluid is no longer on dipstick, proceed to next malfunction.
- STEP 6. If coolant or foreign fluid continues to show on dipstick, replace engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

MALFUNCTION

Leaking crankcase rear bearing case cover seal.

CORRECTIVE ACTION

- STEP 1. Inspect area around flywheel and AC generator for signs of oil leaks.
- STEP 2. Replace crankcase rear bearing case cover assembly if signs of oil leaks are found (WP 0084, Remove/Install Crankcase Rear Bearing Case Cover).
- STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Crankcase breather line clogged.

CORRECTIVE ACTION

- STEP 1. Remove and clean crankcase breather line (WP 0081, Remove/Install Valve Cover).
- STEP 2. Replace as required (WP 0081, Remove/Install Valve Cover).
- STEP 3. If symptom continues, proceed to Engine runs erratically, performs poorly (does not develop full power), or misfires symptom.
- STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Improper seal of oil pan or clogged oil strainer.

CORRECTIVE ACTION

STEP 1. Replace oil pan or repair seal (WP 0086, Remove/Install Oil Pan and Strainer).

STEP 2. Inspect and replace oil strainer as required (WP 0086, Remove/Install Oil Pan and Strainer).

STEP 3. If strainer is not clogged or symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection malfunction.

CORRECTIVE ACTION**WARNING**

Never inject fuel near a fire source. Atomized fuel is highly combustible. Fuel pressure is high enough to penetrate skin. Ensure that spray from the injector nozzle is directed away from all personnel. Direct contact with spray can cause skin cell destruction and blood poisoning. Skin and eye protection are required when working in contact with fuel. Failure to comply may cause injury or death to personnel and damage to equipment.

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

STEP 1. Check fuel injector spray pattern and replace fuel injectors as required (WP 0068, Remove/Install Fuel Injectors).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Engine knocks or makes excessive noise.

MALFUNCTION

Oil level low.

CORRECTIVE ACTION

STEP 1. Check engine oil level and refill as required (WP 0065, Service Lubrication System).

STEP 2. Troubleshoot IAW Excessive oil consumption symptom.

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection or governor actuator malfunction.

CORRECTIVE ACTION

STEP 1. Troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

STEP 2. If symptom continues, check fuel injection timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 3. If symptom continues, check fuel injector spray pattern and replace fuel injectors as required (WP 0069, Remove/Install Fuel Injector).

STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Valves improperly adjusted.

CORRECTIVE ACTION

STEP 1. Adjust valves (WP 0082, Service Engine Valves).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Abnormal or high-pitched ascending and descending sounds heard from engine compartment.

MALFUNCTION

Turbocharger has a bent shaft or end play in shaft.

CORRECTIVE ACTION

STEP 1. Test turbocharger and replace as required (WP 0079, Remove/Install Turbocharger).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Dirty air cleaner element or intake air restriction.

CORRECTIVE ACTION

STEP 1. Check air cleaner element and replace as required (WP 0020, Service Air Cleaner).

STEP 2. If symptom continues, inspect intake hose for restriction or signs of damage. Replace as required (WP 0019, Remove/Install Air Intake Hose Assemblies).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Loose battery-charging alternator belt or defective pulleys.

CORRECTIVE ACTION

STEP 1. Check battery-charging alternator belt for proper tension and tighten or replace belt as required (WP 0073, Remove/Install Battery-Charging Alternator Belt).

STEP 2. Inspect water pump pulley and battery-charging alternator pulley for damage or restricted turning. Replace water pump pulley or battery-charging alternator as required (WP 0070, Remove/Install Water Pump and WP 0074, Remove/Install Battery-Charging Alternator Assembly).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Exhaust system malfunction.

CORRECTIVE ACTION

STEP 1. Troubleshoot for high pitched hiss or whistle heard at exhaust outlet with decrease in engine performance (WP 0012, Exhaust System Troubleshooting without a DCS Code).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Engine problem.

CORRECTIVE ACTION

Troubleshoot IAW Engine knocks or makes excessive noise symptom.

SYMPTOM

White smoke seen emitting from engine compartment.

MALFUNCTION

Coolant leak.

CORRECTIVE ACTION**WARNING**

Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Failure to comply may cause injury or death to personnel.

- STEP 1. Inspect hoses for leaks (WP 0024, Remove/Install Radiator Hose and Tube Assemblies). Replace as required.
- STEP 2. If symptom continues, pressure test cooling system for evidence of leaks (WP 0021, Service Cooling System).
- STEP 3. Proceed to STEP 5 if evidence of leaks is found.
- STEP 4. Proceed to next malfunction if no evidence of leaks is found.
- STEP 5. Inspect radiator and test cap (WP 0027, Remove/Install Radiator Assembly and WP 0021, Service Cooling System). Replace as required.
- STEP 6. Inspect water pump and/or thermostat for leaks. Replace as required (WP 0070, Remove/Install Water Pump and WP 0071, Remove/Install Thermostat).
- STEP 7. Inspect oil cooler and hoses for leaks and replace as required (WP 0067, Remove/Install Oil Cooler).
- STEP 8. Inspect winterization kit for leaks, if applicable (WP 0025, Remove/Install Winterization Kit Components).
- STEP 9. Inspect freeze plugs on engine block for leaks and replace freeze plugs as required (WP 0095, General Maintenance).
- STEP 10. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection timing or governor actuator malfunction.

CORRECTIVE ACTION**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

- STEP 1. Troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).
- STEP 2. If symptom continues, check fuel injection lines for loose nuts or leakage and replace or repair as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 3. If symptom continues, test fuel injectors and replace as required (WP 0068, Remove/Install Fuel Injectors).
- STEP 4. If symptom continues, check fuel injection pump timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).
- STEP 5. If symptom continues, proceed to next malfunction.

MALFUNCTION

Turbocharger lube oil line or outlet oil line leak.

CORRECTIVE ACTION

STEP 1. Inspect lube oil line and outlet line for leaks and replace as required (WP 0079, Remove/Install Turbocharger).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Blue or black smoke from engine compartment.

MALFUNCTION

Wires burning.

CORRECTIVE ACTION

STEP 1. Shut down generator set.

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

STEP 2. Inspect engine compartment for fire/wires burning.

STEP 3. Extinguish any flames IAW SOP.

STEP 4. If fire is not visible, inspect wires for damage due to excessive heat or odor of burned insulation.

STEP 5. If evidence of wire burning is found, locate cause of problem before replacing any components or attempting restart.

SYMPTOM

Oil mixed with coolant.

MALFUNCTION

Leaking cylinder head assembly gasket or internal engine problem.

CORRECTIVE ACTION

STEP 1. Replace cylinder head gasket (WP 0098, Replace Cylinder Head Gasket).

STEP 2. If coolant or foreign fluid continues to show on dipstick after cylinder head gasket has been replaced, replace engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Oil mixed with fuel.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

STEP 1. Drain all fuel from system (WP 0040, Service Fuel System).

STEP 2. Purge fuel system (WP 0040, Service Fuel System).

STEP 3. If symptom continues, replace engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Cold weather starting aids fail to work properly.

MALFUNCTION

Cold weather starting aid malfunction.

CORRECTIVE ACTION**NOTE**

Intake air heater will turn on between 20°F and -25°F (-6°C and -32°C) and winterization kit will turn on at -25°F (-32°C) and below.

STEP 1. If using a generator set with a winterization kit and a malfunction is suspected, troubleshoot IAW WP 0013, Winterization Kit Troubleshooting.

STEP 2. If not using a winterization kit or if another malfunction is suspected, test batteries and ensure battery voltage is at proper level (WP 0036, Remove/Install Batteries).

STEP 3. If symptom continues, check for loose connections, moisture, loose pins or wires, or other damage at connections at intake air heater relay and intake air heater (WP 0075, Remove/Install Intake Air Heaters and WP 0038, Remove/Install Intake Air Heater Relay). Repair or replace as required (WP 0095, General Maintenance).

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- STEP 4. If symptom continues, test intake air heater relay for proper function. Replace as required (WP 0038).
- STEP 5. If symptom continues, test intake air heaters for proper function. Replace as required (WP 0075).
- STEP 6. If symptom continues, use a multimeter set to test ohms and wiring diagrams to check wire K18-2 to intake air heaters for shorts or opens (WP 0095 and Foldout Pages). Repair or replace wiring as required (WP 0095 and WP 0052, Remove/Install Power Wiring Harness).
- STEP 7. If symptom continues, use a multimeter set to test ohms and wiring diagrams to check wires P2-E and P2-b at intake air heater relay for opens or shorts (WP 0095 and Foldout Pages). Repair or replace wiring as required (WP 0095 and WP 0051, Remove/Install Engine Wiring Harness).
- STEP 8. If symptom continues, check DCS LEDs and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
EXHAUST SYSTEM TROUBLESHOOTING WITHOUT A DCS CODE

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

91D (1)

References

TM 9-6115-750-10

WP 0008, Electrical System Troubleshooting with a DCS Code

WP 0009, Electrical System Troubleshooting without a DCS Code

WP 0016, Field PMCS

WP 0017, Remove/Install DCS

WP 0019, Remove/Install Air Intake Hose Assemblies

WP 0020, Service Air Cleaner

WP 0025, Remove/Install Winterization Kit Components

WP 0040, Service Fuel System

WP 0044, Replace Fuel Filter/Water Separator Element

References

WP 0063, Remove/Install 50/60 Hz Engine Assembly

WP 0064, Remove/Install 400 Hz Engine Assembly

WP 0065, Service Lubrication System

WP 0068, Remove/Install Fuel Injectors

WP 0069, Remove/Install Fuel Injection Pump

WP 0073, Remove/Install Battery-Charging Alternator Belt

WP 0075, Remove/Install Intake Air Heater

WP 0076, Remove/Install Intake Manifold

WP 0077, Remove/Install Muffler

WP 0078, Service Turbocharger

WP 0079, Remove/Install Turbocharger

WP 0080, Remove/Install Exhaust Manifold

WP 0082, Service Engine Valves

WP 0087, Test Engine Compression

WP 0098, Replace Cylinder Head Gasket

EXHAUST SYSTEM WITHOUT A DCS CODE**WARNING**

Exhaust discharge contains deadly gases, including carbon monoxide. Exhaust gases are most dangerous in places with poor ventilation. Do not operate generator set in an enclosed area unless exhaust discharge is properly vented. Failure to comply may cause injury or death to personnel.

WARNING

Hot exhaust gases can ignite combustible materials. Allow room for safe discharge of hot gases. Failure to comply may cause injury or death to personnel.

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

NOTE

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Read the entire corrective action sequence before beginning steps to complete corrective action for a malfunction.

SYMPTOM

High pitched hiss or whistle heard at exhaust outlet with a decrease in engine performance.

MALFUNCTION

High back pressure or restriction in exhaust system.

CORRECTIVE ACTION

WARNING

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

- STEP 1. Check exhaust outlet on top of generator set to be sure it is clear of obstructions.
- STEP 2. Check that protection cap is operating properly. Repair or replace as required (WP 0077, Remove/Install Muffler).
- STEP 3. Check pipes throughout exhaust system for dents or kinks that could be causing restriction in the exhaust system. Replace or repair as required (WP 0077, Remove/Install Muffler).

- STEP 4. Remove flex pipe and inspect muffler for visual damage, restriction, or excess carbon buildup. Remove restrictions, install or replace flex pipe as required, or replace muffler as required (WP 0077, Remove/Install Muffler).
- STEP 5. Inspect exhaust manifold for signs of damage or restriction. Remove restrictions or replace as required (WP 0080, Remove/Install Exhaust Manifold).
- STEP 6. Inspect/test turbocharger for damage or improper function. Replace as required (WP 0079, Remove/Install Turbocharger).

SYMPTOM

Abnormal sound heard from exhaust system with a decrease in engine performance.

MALFUNCTION

Exhaust system leak.

CORRECTIVE ACTION**WARNING**

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

- STEP 1. Check cylinder head to exhaust manifold connection, exhaust manifold to turbocharger connection, turbocharger to flex pipe connection, flex pipe to muffler connection, and muffler to rain cap connection for signs of damage or leaks (WP 0080, Remove/Install Exhaust Manifold, WP 0077, Remove/Install Muffler, and WP 0079, Remove/Install Turbocharger). Look for signs of heat escape, such as discoloration or heat damage to surrounding components and discolored or burned paint around gasket and cylinder head exhaust outlet ports.
- STEP 2. Replace any connection or gasket that shows signs of damage or leaking (WP 0079, Remove/Install Turbocharger; WP 0080, Remove/Install Exhaust Manifold; and WP 0077, Remove/Install Muffler).
- STEP 3. If symptom continues, check muffler for damage or exhaust leaks. Replace as required (WP 0077, Remove/Install Muffler).
- STEP 4. If symptom continues, inspect exhaust manifold for cracks or signs of damage. Replace as required (WP 0080, Remove/Install Exhaust Manifold).
- STEP 5. If symptom continues, wrap wiping rags around exhaust pipes at areas susceptible to wear or corrosion and use pliers to gently squeeze for weak spots or damage. Replace exhaust pipes as required (WP 0077, Remove/Install Muffler).

STEP 6. If symptom continues, check for air leak from discharge side of turbocharger and test turbocharger. Replace as required (WP 0079, Remove/Install Turbocharger).

STEP 7. If operating generator set in cold weather conditions, inspect system for signs of water corrosion. If evidence of condensation is found, inspect and test winterization kit and intake air heaters and replace as required (WP 0025, Remove/Install Winterization Kit Components and WP 0075, Remove/Install Intake Air Heater).

STEP 8. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Intermittent hissing or popping noise is heard when engine is operating.

MALFUNCTION

Exhaust manifold gasket leak.

CORRECTIVE ACTION

WARNING

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

STEP 1. Inspect exhaust manifold and cylinder head for discoloration or burning around exhaust outlet ports.

STEP 2. Replace exhaust manifold gasket if discoloration or burning is found (WP 0080, Remove/Install Exhaust Manifold).

STEP 3. If symptom continues, troubleshoot IAW Abnormal sound heard from exhaust system with a decrease in engine performance symptom.

SYMPTOM

Buzzing or rattling sound heard.

MALFUNCTION

Loose or missing hardware of exhaust component.

CORRECTIVE ACTION**WARNING**

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

- STEP 1. Check for loose or missing fasteners attaching heat shield to exhaust manifold (WP 0080, Remove/Install Exhaust Manifold).
- STEP 2. Tighten any loose fasteners and replace any missing fasteners (WP 0080, Remove/Install Exhaust Manifold).
- STEP 3. Use a small pry bar to gently press on heat shield to check for broken welds or damage. Replace as required (WP 0080, Remove/Install Exhaust Manifold).
- STEP 4. Check muffler hardware and fasteners for loose fasteners, missing parts, or broken welds. Replace or repair as required (WP 0077, Remove/Install Muffler).
- STEP 5. Check exhaust outlet connection at turbocharger, muffler connections, and exhaust pipes for missing clamps, loose hardware, or damage. Replace or tighten hardware as required (WP 0077, Remove/Install Muffler).

SYMPTOM

Engine emits blue or black smoke with insufficient engine output.

MALFUNCTION

Overloaded generator set.

CORRECTIVE ACTION

- STEP 1. Increase generator set size or reduce load usage.
- STEP 2. Troubleshoot electrical system for load issues (WP 0009, Electrical System Troubleshooting without a DCS Code).
- STEP 3. If symptoms continue, proceed to next malfunction.

MALFUNCTION

Dirty air cleaner element.

CORRECTIVE ACTION

- STEP 1. Check the air cleaner element and service air cleaner assembly as needed (WP 0020, Service Air Cleaner).
- STEP 2. If symptoms continue, proceed to next malfunction.

MALFUNCTION

Obstruction in air intake system.

CORRECTIVE ACTION

- STEP 1. Check air intake hoses for kinks, damage, or signs of restriction. Replace as required (WP 0019, Remove/Install Air Intake Hose Assemblies).
- STEP 2. Inspect intake air heaters for malfunction or blockage causing restriction to air flow. Replace as required (WP 0075, Remove/Install Intake Air Heater).
- STEP 3. Inspect intake manifold for cracks or damage. Inspect air intake hose to intake manifold. Replace either as required (WP 0076, Remove/Install Intake Manifold).
- STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

High back pressure or restriction in exhaust system.

CORRECTIVE ACTION**WARNING**

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

- STEP 1. Check exhaust outlet on top of generator set to be sure it is clear of obstructions (WP 0077, Remove/Install Muffler).
- STEP 2. Check that protection cap is operating properly. Repair or replace as required (WP 0077, Remove/Install Muffler).
- STEP 3. Check pipes throughout exhaust system for dents or kinks that could be causing restriction in the exhaust system. Replace or repair as required (WP 0077, Remove/Install Muffler).
- STEP 4. Remove flex pipe and inspect muffler for visual damage, restriction, or excess carbon buildup. Remove restrictions, install or replace flex pipe as required, or replace muffler as required (WP 0077, Remove/Install Muffler).
- STEP 5. Inspect exhaust manifold for signs of damage or restriction. Remove restrictions or replace if necessary (WP 0080, Remove/Install Exhaust Manifold).
- STEP 6. Inspect turbocharger for restrictions, damage, or improper function (WP 0079, Remove/Install Turbocharger).
- STEP 7. If symptom continues, proceed to next malfunction.

MALFUNCTION

Improper or contaminated fuel.

CORRECTIVE ACTION

STEP 1. Drain fuel tank and refill with clean fuel (WP 0040, Service Fuel System).

STEP 2. Drain fuel filter/water separator (TM 9-6115-750-10) and replace fuel filter/water separator element (WP 0044, Replace Fuel Filter/Water Separator Element).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Improper open or close timing of intake/exhaust valves.

CORRECTIVE ACTION

STEP 1. Adjust valve clearance (WP 0082, Service Engine Valves).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Too much oil in oil pan/too much oil added.

CORRECTIVE ACTION

STEP 1. Drain oil to obtain proper level (WP 0065, Service Lubrication System).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Engine used at high temperatures or at high altitude.

CORRECTIVE ACTION

STEP 1. Adjust governor gain and/or reduce load as required (WP 0017, Remove/Install DCS).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Dirty turbocharger assembly.

CORRECTIVE ACTION**WARNING**

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

STEP 1. Inspect turbocharger assembly and clean as required (WP 0079, Remove/Install Turbocharger and WP 0078, Service Turbocharger).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Turbocharger assembly waste gate malfunction.

CORRECTIVE ACTION**WARNING**

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

STEP 1. Test/inspect turbocharger assembly waste gate and replace turbocharger as required (WP 0079, Remove/Install Turbocharger).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection timing incorrect or governor actuator malfunction.

CORRECTIVE ACTION

STEP 1. Troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

STEP 2. If symptom continues, check fuel injection lines for loose nuts or leakage. Repair or replace as required (WP 0068, Remove/Install Fuel Injectors).

STEP 3. Check fuel injection timing and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 4. If symptom continues, test fuel injectors and replace as required (WP 0068, Remove/Install Fuel Injectors).

STEP 5. If symptom continues, replace fuel injection pump (WP 0069, Remove/Install Fuel Injection Pump).

STEP 6. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

SYMPTOM

Engine emits white exhaust smoke.

MALFUNCTION

Fuel contaminated or improper fuel used.

CORRECTIVE ACTION

- STEP 1. Inspect fuel type being used and check with specification on labels and in manual (TM 9-6115-750-10).
- STEP 2. Drain fuel tank and refill with clean fuel (WP 0040, Service Fuel System).
- STEP 3. Replace fuel filter/water separator element (WP 0044, Replace Fuel Filter/Water Separator Element).
- STEP 4. If symptom continues, proceed to next malfunction.

MALFUNCTION

Clogged exhaust pipe or muffler.

CORRECTIVE ACTION**WARNING**

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

- STEP 1. Check exhaust outlet on top of generator set to be sure it is clear of obstructions.
- STEP 2. Check that protection cap is operating properly. Repair or replace as required (WP 0077, Remove/Install Muffler).
- STEP 3. Check pipes throughout exhaust system for dents or kinks that could be causing restriction in the exhaust system. Replace or repair as required (WP 0077, Remove/Install Muffler).
- STEP 4. Remove flex pipe and inspect muffler for visual damage, restriction, or excess carbon buildup. Remove restrictions, install or replace flex pipe as required, or replace muffler as required (WP 0077, Remove/Install Muffler).
- STEP 5. Inspect exhaust manifold for signs of damage or restriction. Remove restrictions or replace if necessary (WP 0080, Remove/Install Exhaust Manifold).

STEP 6. Inspect turbocharger for restrictions, damage, or improper function (WP 0079, Remove/Install Turbocharger).

STEP 7. If symptom continues, proceed to next malfunction.

MALFUNCTION

Clogged air filter.

CORRECTIVE ACTION

STEP 1. Inspect and replace air filter (TM 9-6115-750-10).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Improper intake and exhaust valve open/closure.

CORRECTIVE ACTION

STEP 1. Adjust engine valves (WP 0082, Service Engine Valves).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Worn turbocharger assembly bearing.

CORRECTIVE ACTION

WARNING

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

STEP 1. Inspect turbocharger for end play and run out (WP 0079, Remove/Install Turbocharger).

STEP 2. Replace turbocharger as required (WP 0079, Remove/Install Turbocharger).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Turbocharger lube oil line or outlet oil line leak.

CORRECTIVE ACTION**WARNING**

A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

STEP 1. Inspect lube oil line and outline for leaks and replace as required (WP 0079, Remove/Install Turbocharger).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Engine used at high temperatures or at high altitude.

CORRECTIVE ACTION

STEP 1. Reduce load as required (TM 9-6115-750-10).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Fuel injection timing incorrect or governor actuator malfunction.

CORRECTIVE ACTION**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

STEP 1. If symptom continues, troubleshoot IAW [Warning 2967: Governor Fault] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).

STEP 2. If symptom continues, check fuel injection lines for loose nuts or leakage. Repair or replace as required (WP 0068, Remove/Install Fuel Injectors).

STEP 3. If symptom continues, test fuel injectors (WP 0068, Remove/Install Fuel Injectors).

STEP 4. Replace as required (WP 0068, Remove/Install Fuel Injectors).

STEP 5. Check fuel injection timing, and adjust as required (WP 0069, Remove/Install Fuel Injection Pump).

STEP 6. If symptom continues, replace fuel injection pump (WP 0069, Remove/Install Fuel Injection Pump).

STEP 7. If symptom continues, proceed to next malfunction.

MALFUNCTION

Internal engine problem.

CORRECTIVE ACTION

If symptom continues, test engine compression and replace cylinder head gasket or engine assembly as required (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly, WP 0087, Test Engine Compression, and WP 0098, Replace Cylinder Head Gasket).

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
WINTERIZATION KIT TROUBLESHOOTING

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Personnel Required

91D (1)

References

TM 9-6115-750-10

WP 0008, Electrical System Troubleshooting with a DCS Code

WP 0009, Electrical System Troubleshooting without a DCS Code

WP 0016, Field PMCS

WP 0017, Remove/Install DCS

References

WP 0018, Repair DCS

WP 0025, Remove/Install Winterization Kit Components

WP 0036, Remove/Install Batteries

WP 0037, Remove/Install Main DC Circuit Breaker

WP 0040, Service Fuel System

WP 0051, Remove/Install Engine Wiring Harness

WP 0074, Remove/Install Battery-Charging Alternator Assembly

WP 0095, General Maintenance

Foldout Pages

WINTERIZATION KIT TROUBLESHOOTING**WARNING**

Eye protection is required when working with compressed air. Do not use compressed air to clean skin. Do not aim at personnel. Compressed air can propel particles at high velocity and injure eyes. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0016, Field PMCS).

Read the entire corrective action sequence before beginning steps to complete corrective action for a malfunction.

FAULT RESET switch must be pushed to clear each fault code as it is addressed.

Capture spilled fuel and dispose of IAW local SOP.

SYMPTOM

[Warning 3663: Winterization Kit Failure to Heat] displayed on DCS screen.

NOTE

[Warning 3663: Winterization Kit Failure to Heat] displays on DCS when coolant temperature fails to rise 5°F (2.75°C) in 5 min.

MALFUNCTION

Fuel tank is empty.

CORRECTIVE ACTION**NOTE**

Capture spilled fuel and dispose of IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

STEP 1. Fill fuel tank as required (WP 0040, Service Fuel System).

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Clogged intake port.

CORRECTIVE ACTION**WARNING**

Eye protection is required when working with compressed air. Do not use compressed air to clean skin. Do not aim at personnel. Compressed air can propel particles at high velocity and injure eyes. Failure to comply may cause injury or death to personnel.

STEP 1. Clean air intake port with compressed air.

STEP 2. If symptom continues, proceed to next malfunction.

MALFUNCTION

Clogged exhaust pipe.

CORRECTIVE ACTION

STEP 1. Remove exhaust pipe (WP 0025, Remove/Install Winterization Kit Components).

WARNING

Eye protection is required when working with compressed air. Do not use compressed air to clean skin. Do not aim at personnel. Compressed air can propel particles at high velocity and injure eyes. Failure to comply may cause injury or death to personnel.

STEP 2. Clean exhaust pipe with compressed air.

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Clogged winterization kit fuel pump or malfunctioning fuel system.

CORRECTIVE ACTION**NOTE**

Capture spilled fuel and dispose of IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

STEP 1. Perform fuel flow test (WP 0025, Remove/Install Winterization Kit Components).

STEP 2. Test and replace fuel system components (WP 0040, Service Fuel System) or winterization kit if necessary (WP 0025, Remove/Install Winterization Kit Components).

STEP 3. If symptom continues, proceed to next malfunction.

MALFUNCTION

Winterization kit wiring or DCS failure.

CORRECTIVE ACTION**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

CB201-LOAD/P20A-1 (positive battery current) runs between main DC circuit breaker (CB201) and winterization kit (L20). Winterization kit wires P2-R (signal) and P2-U (negative) run between DCS P2 and winterization kit connectors.

Wire P2-R runs between DCS P2 and P20A at winterization kit. J20C-4 runs from plug P20A (pin 2) on winterization kit (L20, BROWN) and J20C-2 runs from P21-2 (fuel metering pump (M21, pin 2). Both wires junction at J20C. Wire P2-U is the return from J20C to DCS P2. P20A-4 (green) runs between winterization kit and fuel metering pump (P21-1 to M21).

- STEP 1. Use wiring diagrams (WP 0099, Wiring Diagrams) to locate and check winterization kit wiring at P20A, P21, J20C, CB201, and DCS P2 for loose connections and bent or broken pins.
- STEP 2. Install connections, or repair or replace as required (WP 0051, Remove/Install Engine Wiring Harness; WP 0037, Remove/Install Main DC Circuit Breaker; and WP 0095, General Maintenance).
- STEP 3. If symptom continues, turn engine control switch to PRIME & RUN without starting generator set (TM 9-6115-750-10), remove connector P20A from winterization kit, and check voltage between pins P20A-1 and P20A-2 using a multimeter set to test VDC (WP 0095, General Maintenance).
- STEP 4. If voltage is greater than 21 VDC, proceed to STEP 10.
- STEP 5. If voltage is equal to or less than 21 VDC, proceed to STEP 6.
- STEP 6. Install P20A and test batteries. Charge or replace as required (WP 0036, Remove/Install Batteries).
- STEP 7. If symptom continues, remove battery ground cable (WP 0036, Remove/Install Batteries), remove wires from components as required, and use wiring diagrams and a multimeter set to test continuity to check CB201-LOAD and P2-U for opens or shorts (WP 0095, General Maintenance and WP 0099, Wiring Diagrams).
- STEP 8. Replace or repair wiring as required (WP 0095, General Maintenance and WP 0051, Remove/Install Engine Wiring Harness).
- STEP 9. If symptom continues, check DCS LEDs, and replace DCS as required (WP 0018, Repair DCS and WP 0017, Remove/Install DCS). Resume operation.
- STEP 10. Leave P20A unplugged, and select winterization kit test from DCS screen (TM-9-6115-750-10).
- STEP 11. Use a multimeter set to test VDC to check voltage between pins P20A-7 and P20A-2 (WP 0095, General Maintenance).

- STEP 12. Record voltage and stop winterization kit test (TM-9-6115-750-10).
- STEP 13. If voltage is greater than 21 VDC, proceed to STEP 17.
- STEP 14. If voltage is equal to or less than 21 VDC, remove battery ground cable (WP 0036, Remove/Install Batteries), and use wiring diagrams and a multimeter set to test Ohms to check wire P2-R for shorts or opens (WP 0095, General Maintenance and WP 0099, Wiring Diagrams).
- STEP 15. Repair or replace wire P2-R as required (WP 0095, General Maintenance and WP 0051, Remove/Install Engine Wiring Harness).
- STEP 16. If symptom continues, troubleshoot IAW "Defective DCS" malfunction under DCS has no power or no lighted display symptom (WP 0009, Electrical System Troubleshooting without a DCS Code).
- STEP 17. Select winterization kit test from DCS screen (TM-9-6115-750-10), and proceed to STEP 18.
- STEP 18. Install P20A to winterization kit and remove P21 from fuel metering pump at winterization kit.
- STEP 19. Use a multimeter set to test VDC to check voltage between pins P21-1 and P21-2 (WP 0095, General Maintenance).
- STEP 20. If voltage is within 11.97 to 14.63 VDC range, replace fuel metering pump (WP 0025, Remove/Install Winterization Kit Components).
- STEP 21. If voltage is not within 11.97 to 14.63 VDC range, remove battery ground cable (WP 0036, Remove/Install Batteries) and use a multimeter set to test continuity with wiring diagrams to check connector J20C and wires P20A-4 (green), J20C-2, and P2-U for opens or shorts (WP 0095, General Maintenance and WP 0099, Wiring Diagrams).
- STEP 22. Repair or replace wires or connectors as required (WP 0051, Remove/Install Engine Wiring Harness and WP 0095, General Maintenance).
- STEP 23. If symptom continues, replace winterization kit (WP 0025, Remove/Install Winterization Kit Components).

SYMPTOM

[Warning 3671: Winterization Kit Low Voltage Warning] displayed on DCS screen.

WARNING

The right-hand battery negative lead that connects directly to the grounding stud must be disconnected prior to disconnecting or removing batteries. Follow procedural steps in exact order given for removal and installation. Failure to comply may cause injury or death to personnel.

NOTE

When [Warning 3671: Winterization Kit Low Voltage Warning] appears on DCS screen, winterization kit is draining the batteries or DCS is reading the signal as a battery drain signal. The batteries are below 20 VDC when [Warning 3671: Winterization Kit Low Voltage Warning] appears on DCS screen.

MALFUNCTION

Battery connections are loose or batteries are insufficiently charged.

CORRECTIVE ACTION**WARNING**

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

- STEP 1. Check for corroded or loose battery connections. Clean/replace corroded battery connections and tighten loose battery connections as required (WP 0036, Remove/Install Batteries).
- STEP 2. Check DCS voltage meter for a reading less than 20 VDC indicating battery voltage is low (TM 9-6115-750-10).
- STEP 3. If battery voltage is not low, proceed to next malfunction.
- STEP 4. If battery voltage is low, use a multimeter selected for the appropriate VDC scale to measure the voltage of each battery at the battery terminals (WP 0095, General Maintenance and WP 0036, Remove/Install Batteries).
- STEP 5. Charge batteries, start engine utilizing the NATO slave receptacle and an outside power source, or replace batteries as required (WP 0036, Remove/Install Batteries; WP 0095, General Maintenance; and TM 9-6115-750-10).
- STEP 6. Start generator set (TM 9-6115-750-10) and observe DCS [Battery] [Adc] indicator to ensure battery-charging alternator is charging batteries properly (TM 9-6115-750-10). Test battery-charging alternator if batteries are not charging properly and replace as required (WP 0074, Remove/Install Battery-Charging Alternator Assembly).
- STEP 7. If symptom continues, proceed to next malfunction.

MALFUNCTION

Winterization kit wiring or DCS failure.

CORRECTIVE ACTION

Troubleshoot IAW Winterization kit wiring or DCS failure malfunction under [Warning 3663: Winterization Kit Failure to Heat] displayed on DCS screen symptom.

SYMPTOM

Winterization kit fails to turn off.

MALFUNCTION

Defective flame or heat sensor.

CORRECTIVE ACTION

Troubleshoot IAW Winterization kit activates under usual operating conditions symptom.

SYMPTOM

Winterization kit activates under usual operating conditions.

MALFUNCTION

Defective temperature sensor or DCS temperature sensor.

CORRECTIVE ACTION

- STEP 1. Test temperature sensor IAW [Warning 144: Coolant Temp Sensor OOR High] displayed on DCS screen symptom (WP 0008, Electrical System Troubleshooting with a DCS Code).
- STEP 2. If symptom continues, troubleshoot IAW Winterization kit wiring or DCS failure malfunction under [Warning 3663: Winterization Kit Failure to Heat] displayed on DCS screen symptom.

END OF WORK PACKAGE

CHAPTER 3

FIELD MAINTENANCE INSTRUCTIONS

FOR

AMMPS 10KW GENERATOR SET

CHAPTER 3

FIELD MAINTENANCE INSTRUCTIONS

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FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
SERVICE UPON RECEIPT

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Belt, vee drive 1/2 inch X 40-1/8 IN (WP 0132, Repair Parts List, Figure 32, Item 7)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Bag, barrier (3) (WP 0163, Item 3)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, engine cooling system (WP 0163, Item 10)

Detergent, general purpose (WP 0163, Item 17)

Distilled water (WP 0163, Item 18)

Fuel, diesel (WP 0163, Item 19)

Fuel, diesel (WP 0163, Item 20)

Grease, electrically conductive (WP 0163, Item 21)

Lubricating oil, engine (WP 0163, Item 24)

Lubricating oil, engine (WP 0163, Item 25)

Lubricating oil, engine (WP 0163, Item 26)

Rag, wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

References

A-A-52557A

DA Form 2258

DA PAM 750-8

MIL-PRF-2104H

MIL-PRF-22191F

MIL-PRF-46167D

MIL-STD-129

SF 361

WP 0015, Field PMCS Introduction

WP 0016, Field PMCS

WP 0021, Service Cooling System

WP 0036, Remove/Install Batteries

WP 0040, Service Fuel System

WP 0065, Service Lubrication System

WP 0073, Remove/Install Battery-Charging Alternator Belt

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

SERVICE UPON RECEIPT**WARNING**

Exhaust discharge contains deadly gases, including carbon monoxide. Exhaust gases are most dangerous in places with poor ventilation. Do not operate generator set in an enclosed area unless exhaust discharge is properly vented. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator set is running. Failure to comply may cause injury or death to personnel.

High voltage is produced when this generator set is in operation. Do not contact output cables when operating this generator set. Failure to comply may cause injury or death to personnel.

The right-hand battery negative lead that connects directly to the grounding stud must be disconnected prior to disconnecting or removing batteries. Follow procedural steps in exact order given for removal and installation. Failure to comply may cause injury or death to personnel.

Batteries give off combustible gas. Do not smoke or use open flame when performing maintenance. Failure to comply may cause injury or death to personnel and damage to equipment.

Battery acid can cause burns to skin and cause eye injury. Wear safety goggles and chemical gloves and avoid acid splash while working on the batteries. Failure to comply may cause injury or death to personnel.

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

Lifting batteries may cause back strain. Ensure proper lifting techniques are used when lifting batteries. Failure to comply may cause injury or death to personnel.

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

WARNING

Fuels used in the generator set are combustible. Ensure fuel source grounding strap is connected to unit fuel fill grounding stud (fuel fill static grounding). When filling the fuel tank, maintain metal-to-metal contact between filler nozzle and fuel tank opening to eliminate ESD. Fire and possible explosion can result. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Hot exhaust gases can ignite combustible materials. Allow room for safe discharge of hot gases. Failure to comply may cause injury or death to personnel.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Comply with all lifting requirements. Observe the decals on equipment which identify the weight and determine if an assistant is needed. Maximum lift is 37 lb (16.81 kg) for one person, 74 lb (33.6 kg) for two persons, and 101 lb (45.8 kg) for three persons. Failure to comply may cause injury or death to personnel.

When lifting generator set, use lifting equipment with minimum lifting capacity of 1000 lb (453.6 kg). Do not stand or put arms, legs, or any body part under hoisted load. Do not permit generator set to swing. Failure to comply may cause injury or death to personnel.

Hearing protection is required during maintenance or repair with engine running. Failure to comply can cause hearing loss.

CAUTION

While filling the coolant, air must be vented from the engine coolant passages. Vent air by opening pressure release valve and pouring slowly into the filler opening. Failure to comply may cause damage to equipment.

Be sure to close radiator cap securely to avoid coolant leakage. Engine may overheat if cap is loose. Failure to comply may cause damage to equipment.

Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply will cause damage to equipment.

Do not move or lift batteries by the terminal studs. Failure to comply will cause damage to equipment.

NOTE

Capture spilled fuel/coolant and dispose of IAW local SOP.

This WP provides information and guidance for service upon receipt of the AMMPS 10 kW generator set. These procedures ensure the AMMPS unit is adequately inspected, serviced, sited, and operationally tested before being subjected to use.

SITING

See the siting requirements contained in TM 9-6115-750-10.

SERVICE UPON RECEIPT OF MATERIEL**Unpacking****NOTE**

The generator set should take approximately 0.5 hours to unpack.

1. Inspect all packaging for damage incurred during transit. See Checking Equipment task and Table 1.

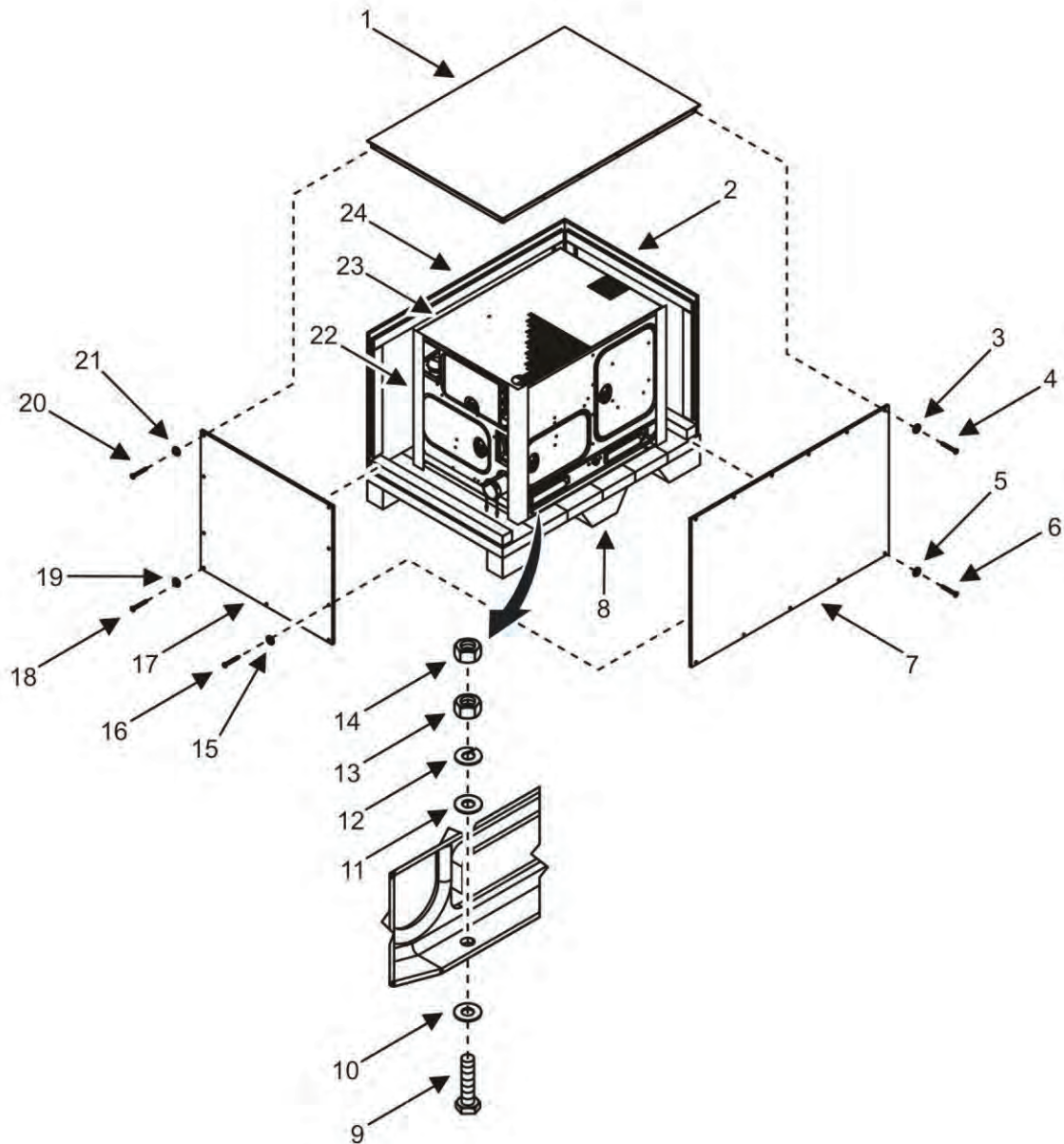


Figure 1. Generator Set Unpacking.

2. Remove 14 lag bolts (Figure 1, Items 4 and 20) and washers (Figure 1, Items 3 and 21) securing top (Figure 1, Item 1) of plywood box.
3. Remove top (Figure 1, Item 1) of plywood box.
4. Remove seven lag bolts (Figure 1, Items 16 and 18) and washers (Figure 1, Items 15 and 19) from front end (Figure 1, Item 17) of plywood box.
5. Remove front end (Figure 1, Item 17) of plywood box and set aside.
6. Repeat for inspection end (Figure 1, Item 2) of plywood box being sure to remove seven lag bolts (Figure 1, Item 16) and washers (Figure 1, Item 15) securing side panels.

7. Remove inspection end (Figure 1, Item 2) of plywood box and set aside.
8. Remove five lag bolts (Figure 1, Item 6) and washers (Figure 1, Item 5) from right side (Figure 1, Item 7) of plywood box.
9. Remove right side (Figure 1, Item 7) of plywood box and set aside.
10. Repeat for left side (Figure 1, Item 24) of plywood box. Remove left side (Figure 1, Item 24) of plywood box and set aside.
11. Check humidity gage at rear side of generator set (Figure 1, Item 23) for color change and record reading.
12. Report any abnormal reading IAW Checking Equipment task step 2.
13. Remove polyethylene bag (not pictured) and paperboard corner protectors (Figure 1, Item 22).
14. Remove eight nuts (Figure 1, Items 13 and 14), four lock washers (Figure 1, Item 12), and four washers (Figure 1, Item 11) securing generator set (Figure 1, Item 23) to bolts (Figure 1, Item 9) on wooden pallet (Figure 1, Item 8).
15. Lift generator set (Figure 1, Item 23) clear of wooden pallet (Figure 1, Item 8) using a suitable lifting device.
16. Remove four bolts (Figure 1, Item 9) and four washers (Figure 1, Item 10) from underneath wooden pallet (Figure 1, Item 8).
17. Stack all side and end panels (Figure 1, Items 1, 2, 7, 17, and 24) on wooden pallet (Figure 1, Item 8) and save for reuse.
18. Package all lag bolts (Figure 1, Items 4, 6, 16, 18, and 20), bolts (Figure 1, Item 9), and nuts (Figure 1, Items 13 and 14) and store with wooden pallet (Figure 1, Item 8) for reuse.
19. Dispose of all packaging materials for the 10kW generator IAW local SOP.
20. Store wooden pallet (Figure 1, Item 8), sides and ends (Figure 1, Items 1, 2, 7, 17, and 24), and hardware (Figure 1, Items 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, and 21) for the AMMPS 10 kW generator set IAW local SOP.

END OF TASK

Packing

1. Ensure oil level is full and fill as required (WP 0065, Service Lubrication System).
2. Service cooling system (WP 0021, Service Cooling System).
3. Run engine for at least 5 min to preserve cooling system (TM 9-6115-750-10).
4. Shut down generator set and allow engine to cool.
5. Prepare generator set IAW Preparation for Movement (TM 9-6115-750-10).
6. Ensure auxiliary fuel lines and paralleling cables are stored in the proper storage box within the generator set (TM 9-6115-750-10).
7. Ensure technical publications are sealed into plastic bag IAW MIL-PRF-22191F, Performance Specification, Barrier Materials, Transparent, Flexible, Heat-Sealable and stored in document box (TM 9-6115-750-10).
8. Ensure one copy of DA Form 2258, Depreservation Guide for Vehicles and Equipment is stored in plastic bag in the document box IAW MIL-B-22191.
9. Attach one copy of DA Form 2258, Depreservation Guide for Vehicles and Equipment stored in plastic bag IAW MIL-B-22191 to outside of generator set.
10. Position wooden pallet (Figure 1, Item 8) on a level surface.
11. Position generator set (Figure 1, Item 23) on wooden pallet (Figure 1, Item 8) using a suitable lifting device.

12. Secure generator set (Figure 1, Item 23) to wooden pallet (Figure 1, Item 8) with one washer (Figure 1, Item 11), one new lock washer (Figure 1, Item 12) and two nuts (Figure 1, Item 13 and 14) on one bolt (Figure 1, Item 9) with washer (Figure 1, Item 10).
13. Repeat for three other bolts and hardware securing generator set (Figure 1, Item 23) to wooden pallet (Figure 1, Item 8).
14. Position right side (Figure 1, Item 7) of plywood box on wooden pallet (Figure 1, Item 8) using five lag bolts (Figure 1, Item 6) and washers (Figure 1, Item 5) to secure to wooden pallet (Figure 1, Item 8).
15. Repeat for left side (Figure 1, Item 24) of plywood box.
16. Position front end (Figure 1, Item 17) of plywood box on wooden pallet (Figure 1, Item 8) using three lag bolts (Figure 1, Item 18) and washers (Figure 1, Item 19).
17. Install two lag bolts (Figure 1, Item 16) and washers (Figure 1, Item 15) to each side of front end (Figure 1, Item 17) of plywood box to secure to left and right sides (Figure 1, Items 24 and 7).
18. Position inspection end (Figure 1, Item 2) of plywood box on wooden pallet (Figure 1, Item 8) and secure with lag bolts and washers.
19. Install top (Figure 1, Item 1) of plywood box.
20. Install two lag bolts (Figure 1, Item 20) and washers (Figure 1, Item 21) to top of each end (Figure 1, Items 2 and 17) of plywood box and six lag bolts (Figure 1, Item 4) and washers (Figure 1, Item 3) to top of each side (Figure 1, Items 7 and 24) of plywood box.
21. Inspect to ensure box is adequately sealed and assembled correctly.
22. Label box IAW MIL-STD-129 as required.

END OF TASK

Checking Equipment

Table 1. Inspection Criteria for Packaging.

Component	Acceptable	Reparable	Nonreparable
Wooden Boxes and Crates			
Hardware	Operative and tight. Lag bolts, nuts, washers.	Inoperative or loose. Lag bolts, nuts, washers.	None.
Ends	Free from damage.	Broken or missing portions.	Damage that requires disassembly of box.
Wood	Splits less than 3 in (7.62 cm) long, no closer than 1 in (2.54 cm) to edge of board or adjoining split. The board must be secured by at least one lag bolt on each side of the split when it extends to the end of the board.	Splits more than 3 in (7.62 cm) but no closer than 1 in (2.54 cm) to edge of board or adjoining split or 1/2 in (12.7 cm) wide that can be repaired by use of corrugated fasteners.	Splits closer than 1 in (2.54 cm) to edge of board or adjoining split or over 1/2 in (1.27 cm) wide.

1. Ensure all authorized components, materials, and accessories are present upon receipt of the AMMPS 10 kW generator set by checking the equipment against the packing slips to see if the shipment is complete.

2. Check to see if the equipment has been modified and report all discrepancies IAW applicable service instructions for Army instructions, see DA PAM 750-8, The Army Maintenance Management System (TAMMS) Users Manual.
3. Inspect the equipment for any exterior or interior damage incurred during shipment.
4. Report any damaged item(s) IAW the instructions in the warranty technical bulletin and note the damage on SF 361, Transportation Discrepancy Report (TDR).
5. Check that all packing materials have been removed and are in "Acceptable" condition. See Table 1.
6. Inspect generator set assemblies, subassemblies, and accessories for any internal or external shipping damage.
7. Check generator set identification plates for positive identification (TM 9-6115-750-10).
8. Inspect generator set for loose or missing mounting hardware or damaged or missing parts.
9. Open left-side door and inspect batteries for damage.
10. Check battery cables for damage.
11. Open output terminal door and check output terminals and cover for damage.
12. Check output terminal board for loose wires or damage.
13. Open DCS cover and visually check DCS for damage.
14. Check air cleaner assembly and exhaust opening for obstruction or damage.
15. Check battery-charging alternator belt for proper adjustment (WP 0073, Remove/Install Battery-Charging Alternator Belt).
16. Open grounding rod compartment door on front panel and ensure items are complete and free of damage.
17. Open right-side door and ensure auxiliary hose is in place and free of damage.

END OF TASK**INSTALLATION INSTRUCTIONS****Batteries**

For battery service, see WP 0036, Remove/Install Batteries.

END OF TASK**Radiator****NOTE**

This AMMPS 10 kW generator set normally ships without lubricant, coolant, or fuel.

See WP 0021, Service Cooling System for radiator service,.

END OF TASK**Fuel Tank****NOTE**

This AMMPS 10 kW generator set normally ships without lubricant, coolant, or fuel.

1. Check that fuel drain valve (WP 0040, Service Fuel System) is closed.

2. Fill generator set fuel tank (TM 9-6115-750-10) with fuel type specified in Table 2. Fuel capacity is 6.30 gal (23.85 L).

Table 2. Fuel.

AMBIENT TEMPERATURE	FUEL
-50°F to +135°F (-45.6°C to +57.2°C)	JP8
+25°F to +135°F (-3.9°C to +57.2°C)	A-A-52557A ^a GR 2-D
0°F to +20°F (-17.7°C to -6.7°C)	A-A-52557A GR 1-D

^a Fuel Oil, Diesel; for Posts, Camps and Stations.

END OF TASK

Installation of Ground Rod

Ground the AMMPS 10 kW generator set IAW TM 9-6115-750-10.

END OF TASK

PRELIMINARY SERVICING OF EQUIPMENT

Lubricating Oil

NOTE

This unit normally ships without lubricant, coolant, and fuel.

1. Remove dipstick to check for presence of engine oil (WP 0065, Service Lubrication System).
2. Fill engine with proper engine oil IAW Table 3 to FULL mark on dipstick (WP 0065, Service Lubrication System). Lubrication system capacity is 5.9 qt (5.58 L).

Table 3. Lubricating Oil.

AMBIENT TEMPERATURE	SPECIFICATION	CAPACITY	EXPECTED TEMPERATURES
+5°F to +135°F (-15°C to 57°C)	MIL-PRF-2104H ^a OE/HDO 15W40	Crankcase and engine 5.9 qt (5.58 L) with filter	Not Applicable
-15°F to +5°F (-26°C to -15°C)	MIL-PRF-2104H OE/HDO-10		
-50°F to +40°F (-45°C to 4°C)	MIL-PRF-46167D ^b		

^a Performance Specification, Lubrication Oil, Internal Combustion Engine, Combat/Tactical Service.

^b Performance Specification, Lubrication Oil, Internal Combustion Engine, Arctic.

END OF TASK

PRELIMINARY CHECKS AND ADJUSTMENT OF EQUIPMENT

Checks and adjustments shall be made on all newly installed AMMPS 10 kW generator sets. Information on the location of items such as controls and components is located in individual WPs. Before any equipment is put into use, checks are required to ensure proper operation of the equipment.

NOTE

To conduct some of these preliminary checks and adjustments, it is necessary to run the AMMPS unit under load.

1. Perform before PMCS (TM 9-6115-750-10).
2. Inspect panels, access doors, and plates.
3. Check for grounding, including earth ground circuits and earth conditioning for conduction, as well as a check of the grounding circuit for negligible resistance.
4. Check for firm seating and connection of all plug-in parts, mating connectors, jacks, and plugs.
5. Check cable and wiring harness routing, dressing, and fastening.
6. Check operation of safety interlocks and switches.
7. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
8. Start unit and generate electrical load at a frequency of 50 Hz and 60 Hz for MEP 1040 and 400 Hz for MEP 1041 (TM 9-6115-750-10).
9. Turn engine control switch to OFF (TM 9-6115-750-10) when generator set has reached normal operating temperature, voltage, and frequency.
10. Check content and operation of liquid cooling systems (WP 0021, Service Cooling System).
11. Complete lubricants and CPC procedures (WP 0015, Field Maintenance PMCS Introduction).
12. Check terminal connections (TM 9-6115-750-10).
13. Perform after PMCS (TM 9-6115-750-10) on AMMPS 10 kW generator set.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
FIELD PMCS INTRODUCTION

INTRODUCTION

This section contains information needed to perform field maintenance PMCS. Steps are included to help perform these procedures easily and quickly. PMCS consist of scheduled maintenance items used to make sure the AMMPS are ready for operation at all times. Inspect the system regularly and carefully to find, correct, and prevent any defects. Operator PMCS WP is available in TM 9-6115-750-10.

GENERAL

PMCS are performed to keep the equipment in operating condition. The checks are used to find, correct, or report problems. Pay attention to warning and caution statements. A warning indicates the possibility of injury or death to personnel. A caution means the potential for equipment damage.

Intervals are given in operating hours, calendar intervals, or in both operating hours and calendar intervals. Check or service should be performed using interval that occurs first when both operating hours and calendar intervals are given.

First 50 hours.

Every 250 hours.

Every 500 hours.

Every 750 hours.

Every 1000 hours.

Every 1500 hours.

Every 250 hours or every 3 months.

Every 500 hours or every 6 months.

Every 1500 hours or every 1 year.

Every 1500 hours or every 2 years.

Under harsh environmental conditions, PMCS should be conducted more frequently.

EXPLANATION OF THE COLUMNS FOUND IN THE PMCS TABLE

Column (1) – Item No. The item number lists the checks and services in the order they are to be completed. This column will be used as a source of item for the TM Number Column on DA Form 2404, Equipment Inspection and Maintenance Worksheet, or DA Form 5988E (electronic version), Equipment Inspection and Maintenance Worksheet, in recording the result of the PMCS.

Column (2) – Interval. References when the PMCS should be performed.

Column (3) – Item to be Checked or Serviced. Identifies the portion of the system to be inspected.

Column (4) – Procedure. Provides the procedures for performing the checks.

Column (5) – Equipment is not Ready/Available if. Contains the criteria that will render the system incapable of performing its primary mission. If the system does not perform as required, refer to Chapter 2, Field Maintenance Troubleshooting (WP 0004, Troubleshooting Index). If equipment appears to be malfunctioning and the problem cannot be fixed, immediately report it to your supervisor and report it on DA Form 2404, Equipment Inspection and Maintenance Worksheet.

CPC

CPC of Army materiel is a continuing concern. It is important that any corrosion problems with this item be reported so the problem can be corrected and improvements can be made to prevent future problems.

Corrosion specifically occurs with metals. It is an electrochemical process that causes the degradation of metals. It is commonly caused by exposure to moisture, acids, bases, or salts. An example is the rusting of iron. Corrosion damage in metals can be seen, depending on the metal, as tarnishing, pitting, fogging, surface residue, and/or cracking.

Plastics, composites, and rubbers can also degrade. Degradation is caused by thermal (heat), oxidation (oxygen), salvation (solvents), or photolytic (light, typically ultraviolet (UV)) processes. The most common exposures are excessive heat or light. Damage from these processes will appear as cracking, softening, swelling, and/or breaking.

SF Form 368, Product Quality Deficiency Report (PQDR) should be submitted to the address specified in DA PAM 750-8, The Army Maintenance Management System (TAMMS) Users Manual.

Rust Definition

Rusting is defined as any various scaly or powdery reddish-brown or reddish-yellow materials that form on iron and iron-coated materials in the presence of moisture, deteriorating as a result of disuse or neglect.

Deterioration Definition

Deterioration is defined as any condition that causes material to be defective or lessens the quality or value of the material.

Cracking Definition

Cracking is defined as when material is found to be split or broken, either completely or partially.

INSPECTION

Look for signs of problems or troubles. Most problems can be detected by sight, touch, smell, or sound. Be alert when around the AMMPS generator set.

Inspect to ensure that all components are in good condition. Are they correctly assembled, stowed, or secured? Are any components worn, corroded, or rusty? Correct any problems found or notify your immediate supervisor.

There are common items that should be checked. These include the following:

Bolts, clamps, screws, and nuts: Continuously inspect for looseness. Inspect for chipped paint, bare metal, rust, or corrosion around bolt and screw heads and nuts. Replace as necessary. Tighten hardware as required.

Welds: Some components of the AMMPS generator set are welded. To inspect welds, look for chipped paint, rust, corrosion, or gaps. When these conditions are found, repair or replace as required.

WARNING

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

Metal jewelry can conduct electricity and become entangled in generator set components. Remove all jewelry and do not wear loose clothing when working on equipment. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator sets are operating. Failure to comply may cause injury or death to personnel.

Electrical wires, connectors, and harnesses: Tighten loose connections. Inspect for cracked or broken insulation, bare wires, and broken connectors. If any are found, repair or replace as required.

Hoses and fluid lines: Inspect for wear, damage, and leaks. Ensure clamps and fittings are tight. Wet spots indicate a leak. A stain by a fitting or connector can also mean a leak. When this is found, repair or replace as required.

CLEANING AND LUBRICATION

Proper cleaning and lubrication can aid in avoiding possible problems or trouble. Make it a habit to do the following:

CAUTION

Follow all cleaning and lubrication instructions carefully. Failure to comply may cause damage to equipment.

Under harsh environmental conditions, conduct PMCS more frequently.

Use only the recommended cleaning solutions and lubricants found in WP 0162, Expendable and Durable Items List.

Clean the lenses and screens of the DCS using the electronics cleaning cloth found in WP 0162, Expendable and Durable Items List.

Oil Filters

Oil filters shall be serviced/cleaned/changed, as applicable, when;

They are known to be contaminated or clogged, or at prescribed hard time intervals.

AOAP Sampling Intervals

This generator set is not enrolled in the Army Oil Analysis Program. HARDTIME INTERVALS APPLY.

Warranty Hard Time Statement

For equipment under manufacturer's warranty, hardtime oil service intervals shall be followed. Intervals shall be shortened if lubricants are known to be contaminated or if operation is under adverse conditions (such as longer-than-usual operating hours, extended idling periods, extreme dust).

FLUID LEAKAGE**WARNING**

Do not operate generator set if any fuel leaks are present. Fuel is combustible. Always perform PMCS before operation. Failure to comply may cause injury or death to personnel.

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

CAUTION

When operating with Class I or II leaks, continue to check fluid level as required by PMCS. Class III leaks should be noted and repaired immediately. Any Class I, II, or III fuel leak requires equipment shut down. Failure to comply may cause damage to equipment.

It is necessary to know how fluid leakage affects the status of the AMMPS 10 kW generator sets. Following are types/classes of leakage you need to know to be able to determine the status of the AMMPS 10 kW generator sets. Learn these leakage definitions, and remember—when in doubt, notify your supervisor. Equipment operation is allowed with minor leakage (Class I or II). Consideration must be given to fluid capacity in the item/system being checked/inspected. When in doubt, notify your supervisor.

Any Class I, II, or III fuel leak requires equipment shut down.

When operating with Class I or II leaks, continue to check fluid levels as required in the PMCS.

Class III leaks should be reported immediately to your supervisor.

- (1) Class I: Seepage of fluid (as indicated by wetness or discoloration) not great enough to form drops.
- (2) Class II: Leakage of fluid great enough to form drops but not enough to cause drops to drip from item being checked/inspected.
- (3) Class III: Leakage of fluid great enough to form drops that fall from item being checked/inspected.

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
FIELD PMCS

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Belt, vee drive 1/2 inch X 40-1/8 IN (WP 0132, Repair Parts List, Figure 32, Item 7)

Element, air filter (WP 0108, Repair Parts List, Figure 8, Item 8)

Filter, element (WP 0113, Repair Parts List, Figure 13, Item 7)

Guard, hose-tubing (3) (WP 0128, Repair Parts List, Figure 28, Item 13)

Seat, nozzle (3) (WP 0128, Figure 28, Item 14)

Strainer (80 X 100 L.O.) (WP 0126, Repair Parts List, Figure 26, Item 17)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Brush, wire, scratch, brass (WP 0163, Item 8)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, engine cooling system (WP 0163, Item 10)

Cleaning compound, solvent (WP 0163, Item 11)

Cloth, cleaning, electronics (WP 0163, Item 13)

Distilled water (WP 0163, Item 18)

Fuel, diesel (WP 0163, Item 20)

Grease, electrically conductive (WP 0163, Item 21)

Lubricating oil, engine (WP 0163, Item 24)

Pan, drain (WP 0163, (WP 0163, Item 29)

Sealant (WP 0163, Item 33)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

References

WP 0018, Repair DCS

WP 0020, Service Air Cleaner

WP 0021, Service Cooling System

WP 0025, Remove/Install Winterization Kit Components

WP 0040, Service Fuel System

WP 0044, Replace Fuel Filter/Water Separator Element

WP 0050, Remove/Install Relay Panel

WP 0065, Service Lubrication System

WP 0068, Remove/Install Fuel Injectors

WP 0073, Remove/Install Battery-Charging Alternator Belt

WP 0079, Remove/Install Turbocharger

WP 0081, Remove/Install Valve Cover

WP 0082, Service Engine Valves

WP 0089, Lubrication Instructions

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Table 1. Preventive Maintenance Checks and Services.

ITEM NO.	INTERVAL	ITEM TO BE CHECKED OR SERVICED	PROCEDURE	EQUIPMENT IS NOT READY/AVAILABLE IF
<p style="text-align: center;">WARNING</p> <p>Metal jewelry can conduct electricity and become entangled in generator set components. Remove all jewelry and do not wear loose clothing when working on equipment. Failure to comply may cause injury or death to personnel.</p> <p>Flying debris or material may enter eyes or strike the face. Wear appropriate eye/face protection while performing maintenance tasks. Failure to comply may cause injury or death to personnel.</p> <p>Hearing protection is required during maintenance or repair with engine running. Failure to comply can cause hearing loss.</p> <p>Fuels used in the generator set are combustible. Ensure fuel source grounding strap is connected to unit fuel fill grounding stud (fuel fill static grounding). When filling the fuel tank, maintain metal-to-metal contact between filler nozzle and fuel tank opening to eliminate ESD. Fire and possible explosion can result. Failure to comply may cause injury or death to personnel.</p> <p>Do not operate generator set if any fuel leaks are present. Fuel is combustible. Always perform PMCS before operation. Failure to comply may cause injury or death to personnel.</p> <p>Never inject fuel near a fire source. Atomized fuel is highly combustible. Fuel pressure is high enough to penetrate skin. Ensure that spray from the injector nozzle is directed away from all personnel. Direct contact with spray can cause skin cell destruction and blood poisoning. Skin and eye protection are required when working in contact with fuel. Failure to comply may cause injury or death to personnel and damage to equipment</p> <p>Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.</p> <p>Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.</p> <p>Exhaust discharge contains deadly gases, including carbon monoxide. Exhaust gasses are most dangerous in places with poor ventilation. Do not operate generator set in an enclosed area unless exhaust discharge is properly vented. Failure to comply may cause injury or death to personnel.</p>				

Table 1. Preventive Maintenance Checks and Services — Continued.

ITEM NO.	INTERVAL	ITEM TO BE CHECKED OR SERVICED	PROCEDURE	EQUIPMENT IS NOT READY/AVAILABLE IF
<p style="text-align: center;">WARNING</p> <p>When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.</p> <p>Make sure engine control switch is only set to PRIME & RUN during fuel system checks. Failure to comply may cause injury or death to personnel.</p> <p>NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.</p> <p>High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator sets are running. Failure to comply may cause injury or death to personnel.</p> <p>High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.</p> <p>While inspecting the operation of the generator set, do not inadvertently reach into the generator set. Failure to comply may cause injury or death to personnel.</p> <p>Battery acid can cause burns to skin and cause eye injury. Wear safety goggles and chemical gloves and avoid acid splash while working on the batteries. Failure to comply may cause injury or death to personnel.</p> <p>Batteries give off combustible gas. Do not smoke or use open flame when performing maintenance. Failure to comply may cause injury or death to personnel and damage to equipment.</p> <p>A turbocharger may become very hot and requires more time to cool down than other parts of engine assembly. Shut down generator set and allow it to cool sufficiently before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.</p>				

Table 1. Preventive Maintenance Checks and Services — Continued.

ITEM NO.	INTERVAL	ITEM TO BE CHECKED OR SERVICED	PROCEDURE	EQUIPMENT IS NOT READY/AVAILABLE IF
<p style="text-align: center;">CAUTION</p> <p>Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply will cause damage to equipment.</p> <p>Be sure to close radiator cap securely to avoid coolant leakage. Engine may overheat if cap is loose. Failure to comply may cause damage to equipment.</p> <p style="text-align: center;">NOTE</p> <p>Ensure operator level PMCS (TM 9-6115-750-10) has been performed before performing field maintenance level PMCS.</p> <p>Perform PMCS task at the hour or Calendar Interval that comes first.</p>				
1	50 hr	Engine oil and filter	Perform first engine oil and filter change (WP 0065, Service Lubrication System).	
2	250 hr	DCS	1. Ensure BATTLESHORT switch works, engine control switch operates as required, and EMERGENCY STOP push button pushes in and out (TM 9-6115-750-10). Repair or replace as required (WP 0018, Repair DCS).	Indicators are not working properly, switches fail to operate, or emergency stop does not work.
			2. Ensure screen is clean of dirt and excess debris by using an electronic cleaning cloth. Ensure screen is not damaged or scratched.	Screen is damaged.
3	250 hr	Relay panel	Check circuit breakers/relays for proper operation and reset or replace as required (WP 0050, Remove/Install Relay Panel).	Circuit breaker or relay missing or blown.
4	250 hr or 3 months	GFCI receptacle	Ensure TEST and RESET functions on GFCI receptacle operate properly (TM 9-6115-750-10)	GFCI TEST or RESET function does not operate properly.

Table 1. Preventive Maintenance Checks and Services — Continued.

ITEM NO.	INTERVAL	ITEM TO BE CHECKED OR SERVICED	PROCEDURE	EQUIPMENT IS NOT READY/AVAILABLE IF
<p style="text-align: center;">WARNING</p> <p>Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Failure to comply may cause injury or death to personnel.</p> <p style="text-align: center;">CAUTION</p> <p>Be sure to close radiator cap securely to avoid coolant leakage. Engine may overheat if cap is loose. Failure to comply may cause damage to equipment.</p>				
5	250 hr or 3 months	Radiator	Remove dirt or debris from radiator exterior surfaces that is preventing air flow.	Airflow through radiator is restricted.
6	250 hr	Crankcase breather	Inspect breather tube for damage or clogging. Clean or replace as necessary (WP 0081, Remove/Install Valve Cover).	Crankcase breather tube is clogged.
7	500 hr or 6 months	Fuel system	Replace main/auxiliary fuel strainers as required (WP 0040, Service Fuel System).	Strainer is damaged or clogged.
8	500 hr or 6 months	Fuel system	Drain one quart (qt) of fuel from fuel tank to remove sediment (WP 0040, Service Fuel System).	
9	500 hr or 6 months	Fuel filter/water separator	Replace the fuel filter/water separator element (WP 0044, Replace Fuel Filter/Water Separator Element).	
10	500 hr or 6 months	Engine oil and filter	Change engine oil and oil filter (WP 0065, Service Lubrication System).	

Table 1. Preventive Maintenance Checks and Services — Continued.

ITEM NO.	INTERVAL	ITEM TO BE CHECKED OR SERVICED	PROCEDURE	EQUIPMENT IS NOT READY/AVAILABLE IF
<p style="text-align: center;">WARNING</p> <p>Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Failure to comply may cause injury or death to personnel.</p> <p style="text-align: center;">CAUTION</p> <p>Be sure to close radiator cap securely to avoid coolant leakage. Engine may overheat if cap is loose. Failure to comply may cause damage to equipment.</p>				
11	500 hours or 6 months	Radiator cap	1. Inspect radiator cap for corrosion, torn or deteriorated seal, and obvious damage.	Radiator cap is damaged.
			2. Test radiator cap for proper operation (WP 0021, Service Cooling System).	Radiator cap fails to open at proper pressure.
12	500 hours or 6 months	Air filter element	Replace air filter element (WP 0020, Service Air Cleaner).	Air filter element is restricted.
13	500 hr or 6 months	Voltage selection switch	Ensure voltage selection switch displays selected voltage on DCS screen when moved into desired position (TM 9-6115-750-10).	Voltage does not change when voltage selection switch is moved.
14	750 hr	Alternator belt	Replace battery-charging alternator belt (WP 0073, Remove/Install Battery-Charging Alternator Belt).	Battery-charging alternator belt is loose, damaged, or missing.
15	1000 hr	Turbocharger	Inspect turbocharger for damage (WP 0079, Remove/Install Turbocharger).	Turbocharger is damaged.
16	1500 hr or 2 years	Engine valves	Inspect and adjust engine valves (WP 0082, Service Engine Valves).	
17	1500 hr	Fuel injectors	Clean, test, and replace fuel injectors as needed (WP 0068, Remove/Install Fuel Injectors).	Spray pattern is abnormal or pressure is incorrect.

Table 1. Preventive Maintenance Checks and Services — Continued.

18	1500 hr or 1 year	Cooling system	1. Clean water jacket and radiator interior (WP 0021, Service Cooling System).	
			2. Drain, flush, and refill cooling system with new coolant (WP 0021, Service Cooling System).	
19	1 year	Winterization kit (if applicable)	Test winterization kit and inspect for damage (WP 0025, Remove/Install Winterization Kit Components).	Winterization kit test fails or damage is found during inspection.

Table 2. PMCS Mandatory Replacement Parts List.

ITEM NO.	PART NUMBER (CAGEC)	NSN	NOMENCLATURE	QTY
500 HR OR 6 MONTHS				
1	119005-35160 (0AK42)		Strainer, filter, oil	01
2	R15S (55752)		Element, fuel filter/water separator	01
3	AF26168 (33457)		Filter, air cleaner element	01
750 HR				
1	A-A-52155/2P-40A1R (81348)	3030008652700	Belt, vee drive, battery-charging alternator	01

LUBRICATION INSTRUCTIONS

There are no scheduled lubrication intervals for external components (i.e. hinges and latches). Lubrication instructions are contained in WP 0089, Lubrication Instructions.

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL DCS

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Control box assembly (1) (WP 0105, Repair Parts List, Figure 5, Item 3)

Washer, lock (WP 0105, Figure 5, Item 2)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List Item 21)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

References

WP 0030 Remove/Install Rear Body Panel

WP 0034, Remove/Install Door

WP 0095, General Maintenance

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL DCS**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Remove Digital Control System**NOTE**

The DCS has a cover that can be closed over the panel. To improve clarity, illustrations in this document show the DCS unit without the cover.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate DCS (Figure 1).

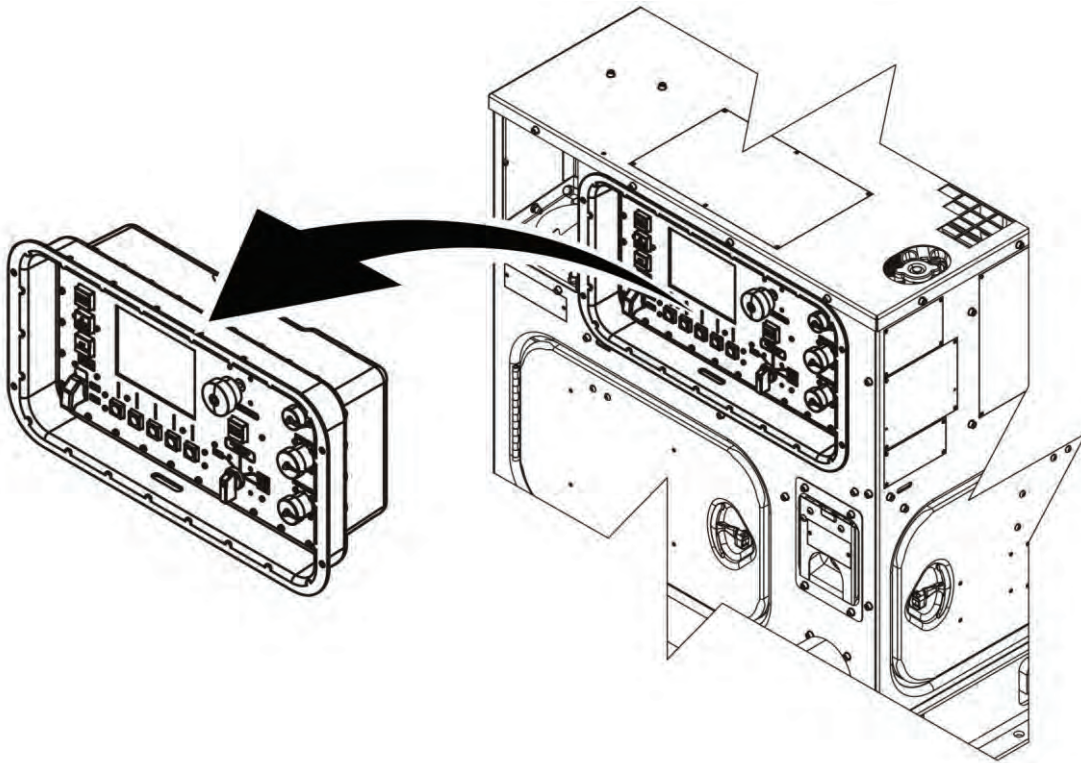


Figure 1. DCS — Location.

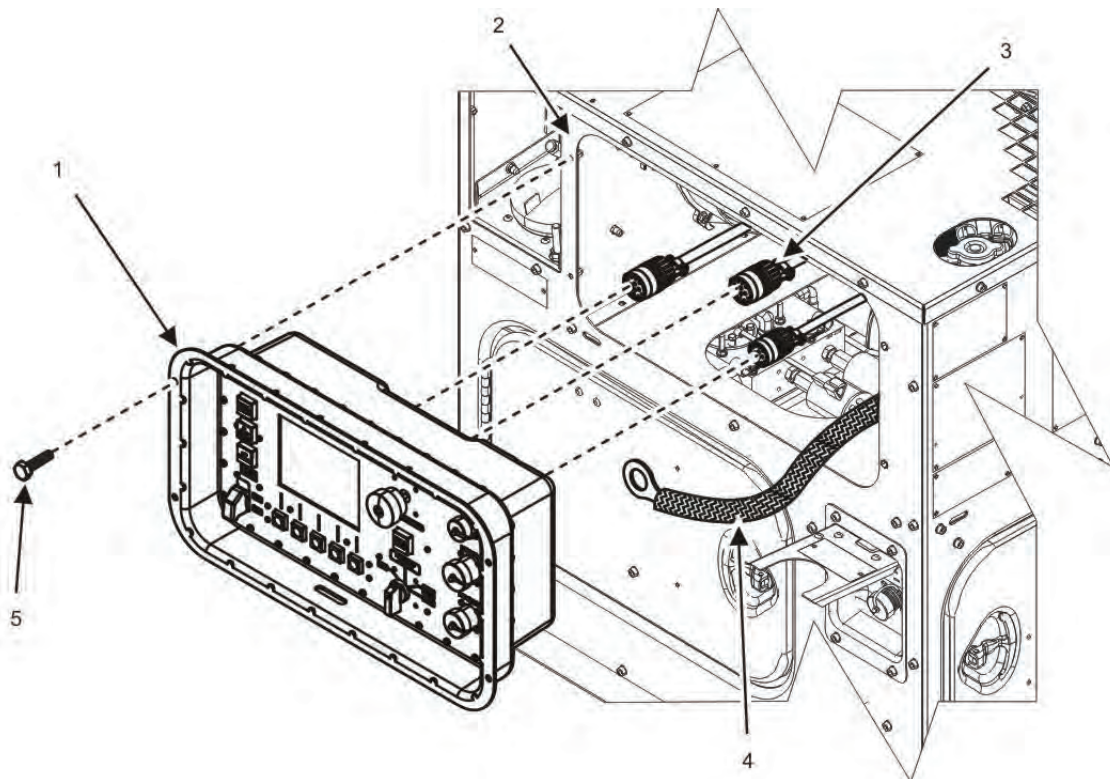


Figure 2. DCS Detail — Front.

CAUTION

It is important to save capture file data from DCS being replaced (WP 0095, General Maintenance). Data can only be accessed using InPower™ AMMPS and a MSD hard drive (or compatible computer). If data is accessible, capture file can be used to overlay parameters and maintenance timers from the replaced DCS. If unable to access capture file data, maintenance timers will be reset and some parameters from replaced DCS will be lost. Use latest hard copy records to determine when maintenance actions are due. Failure to comply will cause damage to equipment.

It is important to save log data from DCS being replaced (WP 0095, General Maintenance). The maintenance, operational, and fault logs should be downloaded from the DCS with InPower™ AMMPS and saved to the hard drive of a MSD (or compatible computer). Maintenance, operational, and fault logs cannot be uploaded to the new DCS, but can be saved for reference. All logs will be started over with a new DCS. If unable to access logs, use latest hard copy records to access operational, maintenance, and fault events. Failure to comply may cause damage to equipment.

3. Remove four hex socket head screws (Figure 2, Item 5) securing DCS unit (Figure 2, Item 1) to rear body panel (Figure 2, Item 2) and save screws for reuse.
4. Remove DCS unit (Figure 2, Item 1) from rear panel (Figure 2, Item 2) to expose grounding strap (Figure 2, Item 4) attached to rear of DCS unit (Figure 2, Item 1) and to expose three electrical connectors (Figure 2, Item 3).
5. Identify and tag three electrical connectors (Figure 2, Item 3) in rear of DCS unit (Figure 2, Item 1).
6. Remove electrical connectors (Figure 2, Item 3) from DCS unit (Figure 2, Item 1).

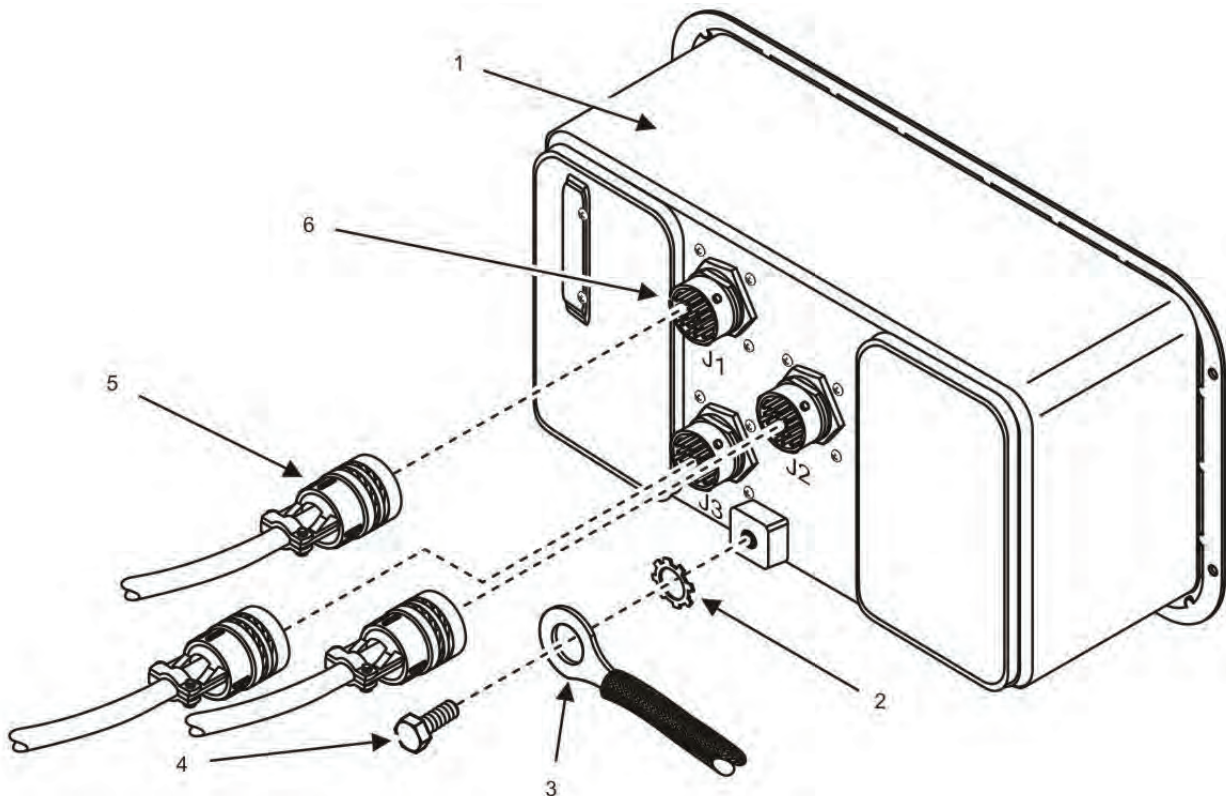


Figure 3. DCS Detail — Rear.

7. Remove flange bolt (Figure 3, Item 4) and lock washer (Figure 3, Item 2) securing grounding strap (Figure 3, Item 3) to rear of DCS unit (Figure 3, Item 1).
8. Discard lock washer (Figure 3, Item 2) and set flange bolt (Figure 3, Item 4) aside for reuse.
9. Place DCS unit (Figure 3, Item 1) on a suitable work surface.

END OF TASK**Inspect DCS**

1. Inspect DCS door and door hinge for corrosion or damage and replace as required (WP 0034, Remove/Install Door).
2. Inspect DCS unit (Figure 3, Item 1) housing for corrosion or damage and replace as required.
3. Inspect DCS front panel for broken switches or other damage and replace as required.
4. Inspect electrical connections (Figure 3, Item 6) in rear of DCS unit and in wiring harness (Figure 3, Item 5) for corrosion or other damage and replace unit if damage is found.
5. Inspect electrical connections on wiring harness (Figure 3, Item 5) for damage. Repair damaged wiring harness connectors. See Repair Electrical Connectors (WP0095, General Maintenance).
6. Inspect all mounting hardware for damage and replace as required.
7. Inspect DCS mounting area on unit rear body panel (Figure 2, Item 2) for damage or corrosion and replace panel as required (WP 0030, Remove/Install Rear Body Panel).

END OF TASK**Install DCS**

1. Position DCS unit (Figure 2, Item 1) on rear body panel (Figure 2, Item 2).

NOTE

Prior to installation, apply electrically conductive grease to the electrical connectors (Figure 2, Item 3) to prevent moisture from entering the connectors.

2. Attach DCS grounding strap (Figure 3, Item 3) using flange bolt (Figure 3, Item 4) and new lock washer (Figure 3, Item 2).
3. Install DCS electrical connectors (Figure 2, Item 3) to back of DCS unit.
4. Remove identification tags from DCS electrical connectors (Figure 2, Item 3).
5. Install four hex socket head screws (Figure 2, Item 5) securing DCS unit (Figure 2, Item 1) to rear body panel (Figure 2, Item 2).
6. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
7. Close left-side door on generator set.
8. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
9. Start engine (TM 9-6115-750-10).
10. Test control panel for proper operation, and repair as required. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10). Stop engine.

END OF TASK

Adjust Governor Gain**NOTE**

[Governor Gain] has a default of 1 and a range of 0.1 Hz to 10 Hz. Adjusting to higher value increases output at higher ambient temperatures, but also increases instability and can cause hunting problems. A lower value decreases output at lower ambient temperatures, which can help with stability and hunting problems, but also decreases performance.

1. Ensure battery ground cable is installed (WP 0036, Remove/Install Batteries).
2. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
3. Reset governor gain to default (TM 9-6115-750-10).
4. Start generator set (TM 9-6115-750-10).
5. Apply and remove load up to rated capacity. Observe frequency fluctuations.
6. Proceed to step 7 if frequency fluctuations are observed.
7. Access [Governor Gain] option from [Adjustments] Screen 2 (TM 9-6115-750-10).
8. Adjust [Governor Gain] down or up 0.1 Hz at a time until output, stability, or hunting problem is resolved.
9. Observe frequency fluctuations and continue to adjust [Governor Gain] by applying and removing loads until output, stability, or hunting problem is resolved.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REPAIR DCS

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)
 Test Set, Electronic Systems (WP 0162, Table 2, Item 35)

Tools and Special Tools

Strap, Wrist, Electrostatic Discharge (WP 0162, Table 2, Item 33)
 Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Gasket, control box (WP 0105, Repair Parts List, Figure 5, Item 5)
 Ring, sealing (WP 0106, Repair Parts List, Figure 6, Item 16)
 Switch, battleshort (WP 0106, Figure 6, Item 15)
 Switch, emergency stop (WP 0106, Figure 6, Item 4)
 Switch, engine control (WP 0106, Figure 6, Item 5)
 Washer, lock (WP 0105, Figure 5, Item 2)
 Pad, scouring (WP 0163, Expendable and Durable Items List, Item 28)
 Wire, tie (WP 0163, Item 39)

Personnel Required

91D (1)
 Assistant (1)

References

WP 0009, Electrical System Troubleshooting without a DCS Code
 WP 0017, Remove/Install DCS
 WP 0028, Remove/Install Top Body Panel
 WP 0036, Remove/Install Batteries

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
 Engine cool

Special Environmental Conditions

Dry area with minimal dust

REPAIR DCS ASSEMBLY**CAUTION**

Due to the use of delicate electronic components, repair of DCS must be performed in a clean environment. Failure to comply may cause damage to equipment.

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

NOTE

Repair of the DCS at field level is limited to replacement of the BATTLESORT switch, EMERGENCY STOP switch, and engine control switch. Failure of any other component inside the DCS requires DCS replacement (WP 0017 Remove/Install DCS).

Remove DCS Control Panel Assembly

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

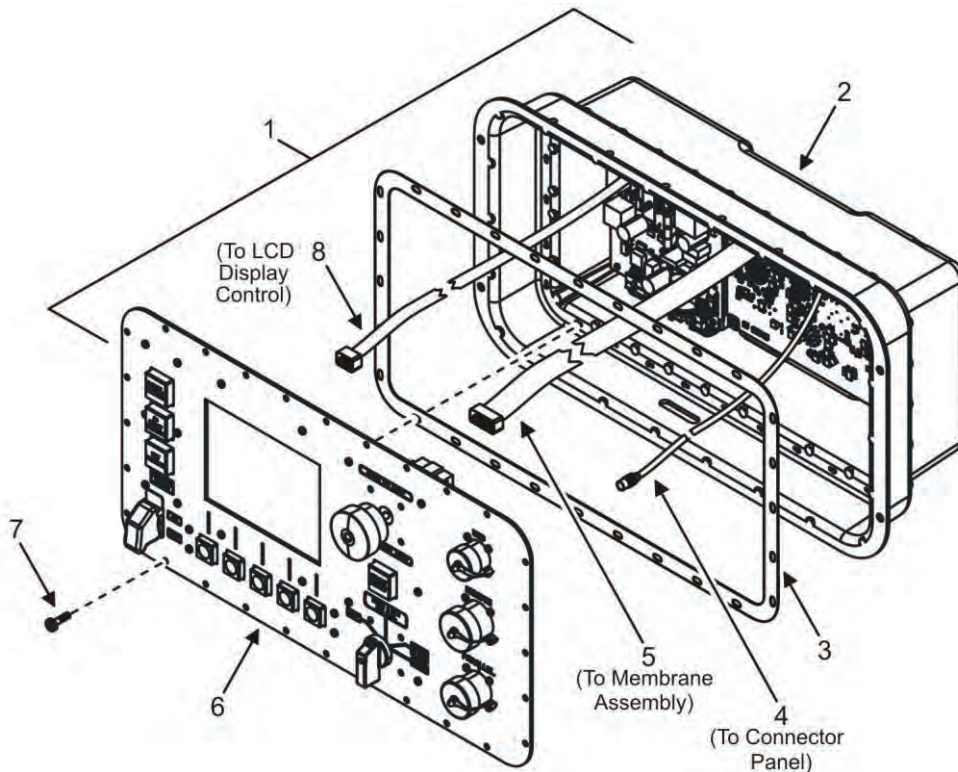


Figure 1. DCS Control Panel and Enclosure.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Remove negative ground cable from right-hand battery (WP 0036, Remove/Install Batteries).
3. Open DCS door and secure in the fully open position.
4. Remove 28 screws (Figure 1, Item 7) that secure DCS control panel (Figure 1, Item 6) to DCS enclosure (Figure 1, Item 2).
5. Break seal between DCS control panel (Figure 1, Item 6) and DCS enclosure (Figure 1, Item 2) using a putty knife.
6. Lift DCS control panel (Figure 1, Item 6) from DCS enclosure (Figure 1, Item 2) high enough to access three wiring harnesses (Figure 1, Items 4, 5, and 8) that connect DCS control panel (Figure 1, Item 6) to DCS enclosure (Figure 1, Item 2).

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

NOTE

Prior to removal, tag all electrical wires, cables, and leads for identification. Tags will be used as a guide during installation.

7. Tag and remove three wiring harnesses (Figure 1, Items 4, 5, and 8) that connect DCS control panel (Figure 1, Item 6) to DCS enclosure (Figure 1, Item 2).
8. Unhook clips on wiring harnesses and remove harnesses from DCS control panel (Figure 1, Item 6).
 - a. Tag and remove six-pin wiring harness (Figure 1, Item 4) connected to connector panel control card (not shown) of DCS control panel (Figure 1, Item 6).
 - b. Tag and remove 14-pin wiring harness (Figure 1, Item 8) connected to display control card (not shown) of DCS control panel (Figure 1, Item 6).
 - c. Tag and remove 22-pin wiring harness (Figure 1, Item 5) connected to membrane panel assembly (not shown) of DCS control panel (Figure 1, Item 6).
9. Remove DCS control panel (Figure 1, Item 6) from DCS enclosure (Figure 1, Item 2) and place on a suitable work surface.
10. Remove and discard gasket (Figure 1, Item 3) from DCS control panel (Figure 1, Item 6).
11. Remove residual gasket material from DCS control panel (Figure 1, Item 6) and DCS enclosure (Figure 1, Item 2) using an abrasive pad. Be sure to remove all loose gasket material from components.

END OF TASK

Test/Replace Switches

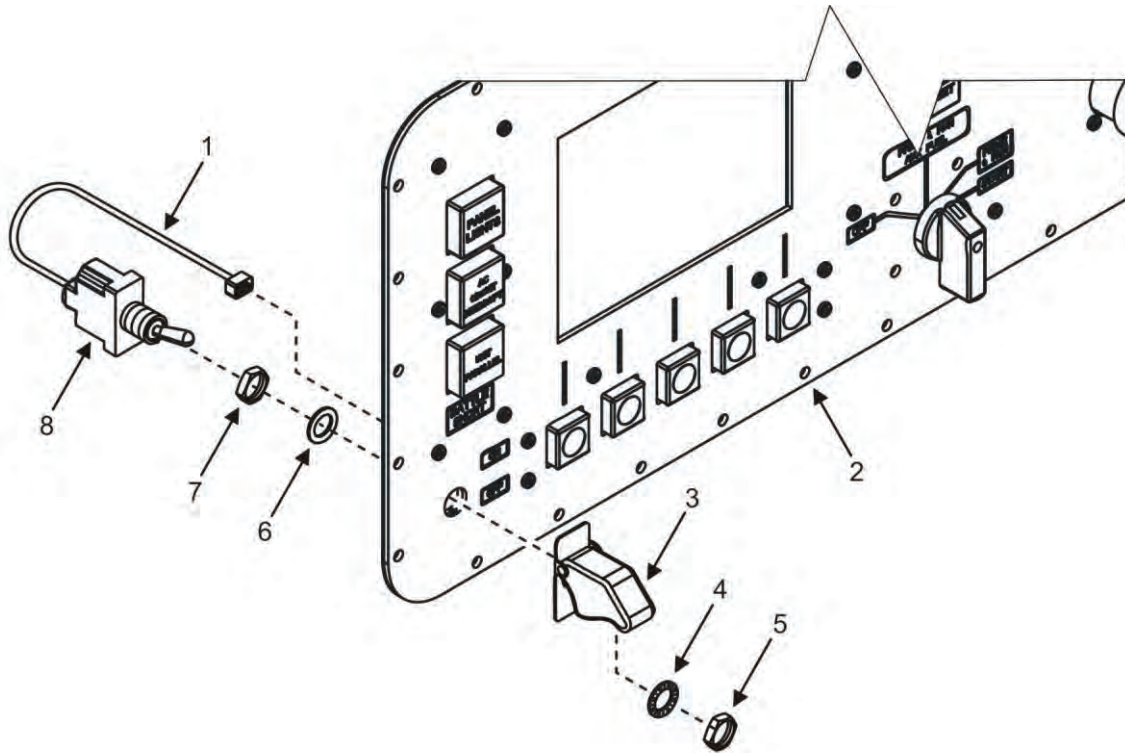


Figure 2. BATTLESHORT Switch.

1. Ensure equipment conditions are met in order presented in initial set up.
2. Remove DCS control panel assembly and place on a suitable work surface (Remove DCS Control Panel Assembly task).
3. Test BATTLESHORT switch (Figure 2, Item 8):
 - a. Remove wiring harness (Figure 2, Item 1) from membrane panel assembly (not shown).

NOTE

Continuity should be present when BATTLESHORT switch (Figure 2, Item 8) is in ON position. There should be no continuity when BATTLESHORT switch (Figure 2, Item 8) is in OFF position.

- b. Place BATTLESHORT switch (Figure 2, Item 8) in ON position and test wires P1 (P1/SW-3) and P3 (P3/SW-2) through wiring harness (Figure 2, Item 1) using a multimeter set to test continuity.
- c. Proceed to step d if no continuity is found or step f if continuity is found.
- d. Leave BATTLESHORT switch (Figure 2, Item 8) in ON position and test two terminals on bottom of BATTLESHORT switch (Figure 2, Item 8) using a multimeter set to test continuity.
- e. Repair or replace wiring harness (Figure 2, Item 1) if continuity is found or replace BATTLESHORT switch (Figure 2, Item 8) if no continuity is found (step 4). Retest IAW step b and repair or replace wiring harness (Figure 2, Item 1) as required.
- f. Place BATTLESHORT switch (Figure 2, Item 8) in OFF position and test wires P1 (P1/SW-3) and P3 (P3/SW-2) through wiring harness (Figure 2, Item 1) using a multimeter set to test continuity.
- g. Proceed to step j if no continuity is found or step h if continuity is found.

- h. Leave BATTLESHORT switch (Figure 2, Item 8) in OFF position and test two terminals on bottom of BATTLESHORT switch (Figure 2, Item 8) using a multimeter set to test continuity.
 - i. Repair or replace wiring harness (Figure 2, Item 1) if continuity is found or replace BATTLESHORT switch (Figure 2, Item 8) if no continuity is found (step 4). Retest IAW step f and repair or replace wiring harness (Figure 2, Item 1) as required.
 - j. Install wiring harness (Figure 2, Item 1) to membrane panel assembly (not shown).
4. Remove BATTLESHORT switch (Figure 2, Item 8):

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

NOTE

Prior to removal, tag all electrical wires, cables, and leads for identification. Tags will be used as a guide during installation.

- a. Tag wiring harness (Figure 2, Item 1) from BATTLESHORT switch (Figure 2, Item 8) to membrane panel assembly (not shown) of DCS control panel (Figure 2, Item 2).
 - b. Unhook clip on wiring harness (Figure 2, Item 1) and remove wiring harness (Figure 2, Item 1) from membrane panel assembly (not shown).
 - c. Move BATTLESHORT switch cover (Figure 2, Item 3) on BATTLESHORT switch (Figure 2, Item 8) to open position.
 - d. Remove nut (Figure 2, Item 5) and internal tooth lock washer (Figure 2, Item 4) which secures BATTLESHORT switch (Figure 2, Item 8) to front of DCS control panel (Figure 2, Item 2).
 - e. Discard internal tooth lock washer (Figure 2, Item 4) and sealing ring (Figure 2, Item 6).
 - f. Remove BATTLESHORT switch (Figure 2, Item 8) and BATTLESHORT switch cover (Figure 2, Item 3) from DCS control panel (Figure 2, Item 2).
 - g. Remove nut (Figure 2, Item 7) from BATTLESHORT switch (Figure 2, Item 8).
 - h. Inspect BATTLESHORT switch (Figure 2, Item 8) for signs of obvious damage. Replace as required.
5. Install BATTLESHORT switch (Figure 2, Item 8):
- a. Align tab on DCS control panel (Figure 2, Item 2) to slot in BATTLESHORT switch (Figure 2, Item 8).
 - b. Position BATTLESHORT switch (Figure 2, Item 8), nut (Figure 2, Item 7), and new sealing ring (Figure 2, Item 6) to mounting location on rear of DCS control panel (Figure 2 Item 2), engaging alignment tab on DCS control panel (Figure 2, Item 2) to slot in BATTLESHORT switch (Figure 2, Item 8).
 - c. Secure BATTLESHORT switch (Figure 2, Item 8) to DCS control panel (Figure 2, Item 2) by installing BATTLESHORT switch cover (Figure 2, Item 3), new internal tooth lock washer (Figure 2, Item 4), and nut (Figure 2, Item 5) to BATTLESHORT switch (Figure 2, Item 8).

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

Ensure hooks on all wiring harnesses are latched properly after installation. Failure to comply may cause damage to equipment.

NOTE

Identification tags should remain in place until the DCS is completely reassembled and has been tested for proper operation.

- d. Install electrical connector on BATTLESHORT switch (Figure 2, Item 8) to corresponding connector on membrane panel control card (not shown).

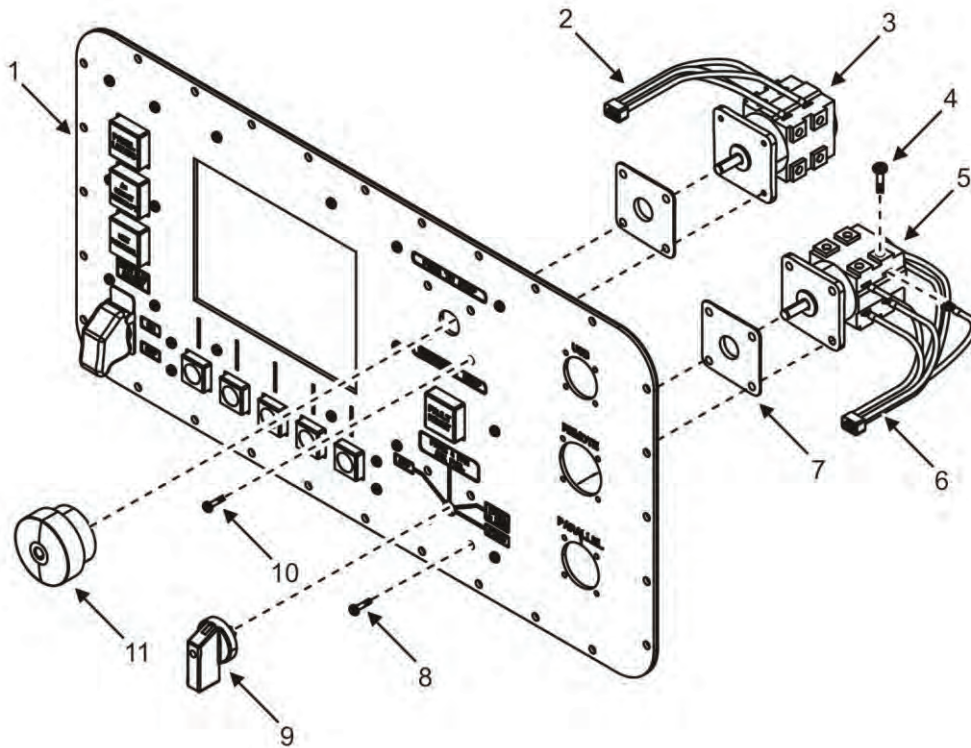


Figure 3. EMERGENCY STOP and Engine Control Switches.

6. Test EMERGENCY STOP switch (Figure 3, Item 3):
 - a. Remove wiring harness (Figure 3, Item 2) from membrane panel assembly (not shown).

NOTE

Continuity should be present when EMERGENCY STOP switch (Figure 3, Item 3) is in extended (off) position. There should be no continuity when EMERGENCY STOP switch (Figure 3, Item 3) is in PUSH TO STOP (on) position.

- b. Pull EMERGENCY STOP switch (Figure 3, Item 3) to extended position (off) and test wires to terminals 5 and 6 (P205-1/S202-5 and P205-2/S202-6) through wiring harness (Figure 3, Item 2) using a multimeter set to test continuity.
 - c. Proceed to step d if no continuity is found or step f if continuity is found.
 - d. Leave EMERGENCY STOP switch (Figure 3, Item 3) in extended position (off) and test terminals 5 and 6 on EMERGENCY STOP switch (Figure 3, Item 3) using a multimeter set to test continuity.
 - e. Repair or replace wiring harness (Figure 3, Item 2) if continuity is found or replace EMERGENCY STOP switch (Figure 3, Item 3) if no continuity is found (step 7). Retest IAW step b and repair or replace wiring harness (Figure 3, Item 2) as required.
 - f. Repeat steps a through e for wires to terminals 7 and 8 (P205-4/S202-7 and P205-5/S202-8) and EMERGENCY STOP switch (Figure 3, Item 3) terminals 7 and 8.
 - g. Push EMERGENCY STOP switch (Figure 3, Item 3) to PUSH TO STOP position (on) and test wires to terminals 5 and 6 (P205-1/S202-5 and P205-2/S202-6) through wiring harness (Figure 3, Item 2) using a multimeter set to test continuity.
 - h. Proceed to step i if continuity is found or step k if no continuity is found.
 - i. Leave EMERGENCY STOP switch (Figure 3, Item 3) in PUSH TO STOP position (on) and test terminals 5 and 6 on EMERGENCY STOP switch (Figure 3, Item 2) using a multimeter set to test continuity.
 - j. Repair or replace wiring harness (Figure 3, Item 2) if no continuity is found or replace EMERGENCY STOP switch (Figure 3, Item 3) if continuity is found (step 7). Retest IAW step g and repair or replace wiring harness (Figure 3, Item 2) as required.
 - k. Repeat steps g through j for wires to terminals 7 and 8 (P205-4/S202-7 and P205-5/S202-8) and EMERGENCY STOP switch (Figure 3, Item 3) terminals 7 and 8.
 - l. Install wiring harness (Figure 3, Item 2) to membrane panel assembly (not shown).
7. Remove EMERGENCY STOP switch (Figure 3, Item 3):

NOTE

Sealing gasket, sealing screws, and handle for EMERGENCY STOP switch (Figure 3, Item 3) are available only with a new EMERGENCY STOP switch (Figure 3, Item 3).

- a. Loosen set screw (not shown) that secures handle (Figure 3, Item 11) to EMERGENCY STOP switch (Figure 3, Item 3) on front of DCS control panel (Figure 3, Item 1).
- b. Remove and discard handle (Figure 3, Item 11) from EMERGENCY STOP switch (Figure 3, Item 3).

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

NOTE

Prior to removal, tag all electrical wires, cables, and leads for identification. Tags will be used as a guide during installation.

- c. Tag wiring harness (Figure 3, Item 2) from EMERGENCY STOP switch (Figure 3, Item 3) to membrane panel assembly (not shown) of DCS control panel (Figure 3, Item 1).
 - d. Unhook clip on wiring harness (Figure 3, Item 2) and remove wiring harness (Figure 3, Item 2) from membrane panel assembly (not shown).
 - e. Remove and discard four mounting screws (Figure 3, Item 10) that secure EMERGENCY STOP switch (Figure 3, Item 3) to front of DCS control panel (Figure 3, Item 1).
 - f. Remove and discard EMERGENCY STOP switch (Figure 3, Item 3) and gasket (Figure 3, Item 7) from rear of DCS control panel (Figure 3, Item 1).
 - g. Tag and remove four wires from EMERGENCY STOP switch (Figure 3, Item 3) by removing screws (Figure 3, Item 4).
8. Install EMERGENCY STOP switch (Figure 3, Item 3):

NOTE

Identification tags should remain in place until the DCS is completely reassembled and has been tested for proper operation.

Apply a thin coat of electrically conductive grease to all electrical connections prior to assembly.

- a. Install four wires of wiring harness (Figure 3, Item 2) to contacts on EMERGENCY STOP switch (Figure 3, Item 3) using tags applied at removal as a guide.
- b. Position new gasket (Figure 3, Item 7) (supplied with new EMERGENCY STOP switch (Figure 3, Item 3)) and new EMERGENCY STOP switch (Figure 3, Item 3) to mounting location on rear of DCS control panel (Figure 3, Item 1) and align the mounting holes.
- c. Secure EMERGENCY STOP switch (Figure 3, Item 3) to DCS control panel (Figure 3, Item 1) by installing four new mounting screws (Figure 3, Item 10) (supplied with new EMERGENCY STOP switch (Figure 3, Item 3)) through front of DCS control panel (Figure 3, Item 1).

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

Ensure hooks on all wiring harnesses are latched properly after installation. Failure to comply may cause damage to equipment.

- d. Install connector of wiring harness (Figure 3, Item 2) to corresponding connector on membrane panel assembly (not shown).
- e. Install new handle (Figure 3, Item 11) (supplied with new EMERGENCY STOP switch (Figure 3, Item 3)) to EMERGENCY STOP switch (Figure 3, Item 3) and tighten set screw to secure.

9. Test engine control switch (Figure 3, Item 5):
 - a. Remove wiring harness (Figure 3, Item 6) from membrane panel assembly (not shown).

NOTE

Engine control switch will show continuity between SW COMMON (P206-6/S201-1) and one other wire for each corresponding position chosen. When holding between PRIME & RUN and START positions, continuity will be between PRIME/RUN SW (P206-3/S201-6) and ROTARY START SW (P206-4/S201-8).

- b. Turn engine control switch (Figure 3, Item 5) to OFF position and test wires SW COMMON (P206-6/S201-1) and OFF SW (P206-1/S201-2) through wiring harness (Figure 3, Item 6) using a multimeter set to test continuity.
- c. Proceed to step f if continuity is found or step d if no continuity is found.
- d. Test terminals 1 and 2 on engine control switch (Figure 3, Item 5) using a multimeter set to test continuity.
- e. Repair or replace wiring harness (Figure 3, Item 6) if continuity is found or replace engine control switch (Figure 3, Item 5) if no continuity is found (step 10). Retest IAW step b and repair or replace wiring harness (Figure 3, Item 6) as required.
- f. Turn engine control switch (Figure 3, Item 5) to PRIME & RUN AUX FUEL position and test wires SW COMMON (P206-6/S201-1) and PRIME/AUX SW (P206-2/S201-4) through wiring harness (Figure 3, Item 6) using a multimeter set to test continuity.
- g. Proceed to step j if continuity is found or step h if no continuity is found.
- h. Test terminals 1 and 4 on engine control switch (Figure 3, Item 5) using a multimeter set to test continuity.
- i. Repair or replace wiring harness (Figure 3, Item 6) if continuity is found or replace engine control switch (Figure 3, Item 5) if no continuity is found (step 10). Retest IAW step f and repair or replace wiring harness (Figure 3, Item 6) as required.
- j. Turn engine control switch (Figure 3, Item 5) to PRIME & RUN position and test wires SW COMMON (P206-6/S201-1) and PRIME/RUN SW (P206-3/S201-6) through wiring harness (Figure 3, Item 6) using a multimeter set to test continuity.
- k. Proceed to step n if continuity is found or step l if no continuity is found.
- l. Test terminals 1 and 6 on engine control switch (Figure 3, Item 5) using a multimeter set to test continuity.
- m. Repair or replace wiring harness (Figure 3, Item 6) if continuity is found or replace engine control switch (Figure 3, Item 5) if no continuity is found (step 10). Retest IAW step j and repair or replace wiring harness (Figure 3, Item 6) as required.

NOTE

Use of an assistant is required when holding engine control switch in START position to measure continuity. Engine control switch must be held in START position in order to obtain an accurate measurement.

- n. Hold engine control switch (Figure 3, Item 5) in START position and test wires SW COMMON (P206-6/S201-1) and ROTARY START SW (P206-4/S201-8) through wiring harness (Figure 3, Item 6) using a multimeter set to test continuity.
- o. Proceed to step r if continuity is found or step p if no continuity is found.
- p. Test terminals 1 and 8 on engine control switch (Figure 3, Item 5) using a multimeter set to test continuity.
- q. Repair or replace wiring harness (Figure 3, Item 6) if continuity is found or replace engine control switch (Figure 3, Item 5) if no continuity is found (step 10). Retest IAW step n and repair or replace wiring harness (Figure 3, Item 6) as required.

NOTE

When engine control switch (Figure 3, Item 5) is turned slowly from PRIME & RUN to START position a momentary continuity reading should be obtained. Use of an assistant is required when moving engine control switch (Figure 3, Item 5) between PRIME & RUN and START positions to measure continuity. Engine control switch (Figure 3, Item 5) must be moved to position between PRIME & RUN and START in order to obtain accurate reading.

- r. Move engine control switch (Figure 3, Item 5) back and forth slowly from START to PRIME & RUN and from PRIME & RUN to START while testing wires PRIME/RUN SW (P206-3/S201-6) and ROTARY START SW (P206-4/S201-8) using a multimeter set to test continuity.
 - s. Proceed to step v if continuity is found or step t if no continuity is found.
 - t. Move engine control switch (Figure 3, Item 5) back and forth slowly from START to PRIME & RUN and from PRIME & RUN to START while testing terminals 6 and 8 on engine control switch (Figure 3, Item 5) using a multimeter set to test continuity.
 - u. Repair or replace wiring harness (Figure 3, Item 6) if continuity is found or replace engine control switch (Figure 3, Item 5) if no continuity is found (step 10). Retest IAW step r and repair or replace wiring harness (Figure 3, Item 6) as required.
 - v. Install wiring harness (Figure 3, Item 6) to membrane panel assembly (not shown).
10. Remove engine control switch (Figure 3, Item 5):

NOTE

Sealing gasket, sealing screws, and handle for engine control switch are available only with a new engine control switch.

- a. Loosen set screw (not shown) that secures handle (Figure 3, Item 9) to engine control switch (Figure 3, Item 5) on front of DCS control panel (Figure 3, Item 1).
- b. Remove and discard handle (Figure 3, Item 9) from engine control switch (Figure 3, Item 5).

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

NOTE

Prior to removal, tag all electrical wires, cables, and leads for identification. Tags will be used as a guide during installation.

- c. Tag wiring harness (Figure 3, Item 6) from engine control switch (Figure 3, Item 5) to membrane panel assembly (not shown) of DCS control panel (Figure 3, Item 1).
- d. Unhook clip on wiring harness (Figure 3, Item 6) and remove wiring harness (Figure 3, Item 6) from membrane panel assembly (not shown).
- e. Remove and discard four mounting screws (Figure 3, Item 8) securing engine control switch (Figure 3, Item 5) to front of DCS control panel (Figure 3, Item 1).
- f. Remove and discard engine control switch (Figure 3, Item 5) and gasket (Figure 3, Item 7) from front of DCS control panel (Figure 3, Item 1).
- g. Tag and remove six wires from engine control switch (Figure 3, Item 5) by removing screws (Figure 3, Item 4).

11. Install engine control switch (Figure 3, Item 5):

- a. Install six wires of wiring harness (Figure 3, Item 6) to contacts on engine control switch (Figure 3, Item 5) using tags applied at removal as a guide.
- b. Position new gasket (Figure 3, Item 7) (supplied with new engine control switch (Figure 3, Item 5)) and new engine control switch (Figure 3, Item 5) to mounting location on rear of DCS control panel (Figure 3, Item 1) and align the mounting holes.
- c. Secure engine control switch (Figure 3, Item 5) to DCS control panel (Figure 3, Item 1) by installing four new mounting screws (Figure 3, Item 8) (supplied with new engine control switch (Figure 3, Item 5)) through front of DCS control panel (Figure 3, Item 1).

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

Ensure hooks on all wiring harnesses are latched properly after installation. Failure to comply may cause damage to equipment.

NOTE

Identification tags should remain in place until the DCS is completely reassembled and has been tested for proper operation.

Apply a thin coat of electrically conductive grease to all electrical connections prior to assembly.

- d. Install connector of wiring harness (Figure 3, Item 6) to corresponding connector on membrane panel assembly (not shown).
 - e. Install new handle (Figure 3, Item 9) (supplied with new engine control switch (Figure 3, Item 5)) to engine control switch (Figure 3, Item 5) and tighten set screw (not shown) to secure.
12. Install DCS control panel assembly (Install DCS Control Panel Assembly task).

END OF TASK

Install DCS Control Panel Assembly

1. Remove protective strips from self-adhesive surface of new gasket (Figure 1, Item 3).
2. Align the mounting holes carefully and apply new gasket (Figure 1, Item 3) to rear face of DCS control panel (Figure 1, Item 6).

CAUTION

Do not secure DCS control panel (Figure 1, Item 6) at this time.

3. Position DCS control panel (Figure 1, Item 6) to its mounting location on DCS enclosure (Figure 1, Item 2).
4. Lift DCS control panel (Figure 1, Item 6) far enough from DCS enclosure (Figure 1, Item 2) to allow access to wiring harnesses.

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

Ensure hooks on all wiring harnesses are latched properly after installation. Failure to comply may cause damage to equipment.

5. Install three wiring harnesses to DCS control panel (Figure 1, Item 6) at the corresponding connectors using tags applied at removal as a guide:
 - a. Install six-pin wiring harness (Figure 1, Item 4) to main control card (not shown).
 - b. Install 22-pin wiring harness (Figure 1, Item 5) to main control card (not shown).
 - c. Install 14-pin wiring harness (Figure 1, Item 8) to power supply control card (not shown).
6. Position DCS control panel (Figure 1, Item 6) to its mounting location on DCS enclosure (Figure 1, Item 2) and align the mounting holes.
7. Secure DCS control panel (Figure 1, Item 6) to DCS enclosure (Figure 1, Item 2) by installing 28 screws (Figure 1, Item 7).
8. Torque 28 screws (Figure 1, Item 7) to 15.9 – 19.5 in/lb (1.8 – 2.2 Nm).
9. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
10. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
11. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
12. Repair as required.
13. Close DCS door.

END OF TASK

Check DCS Diagnostic LEDs

1. Ensure equipment conditions are met in order presented in initial setup.

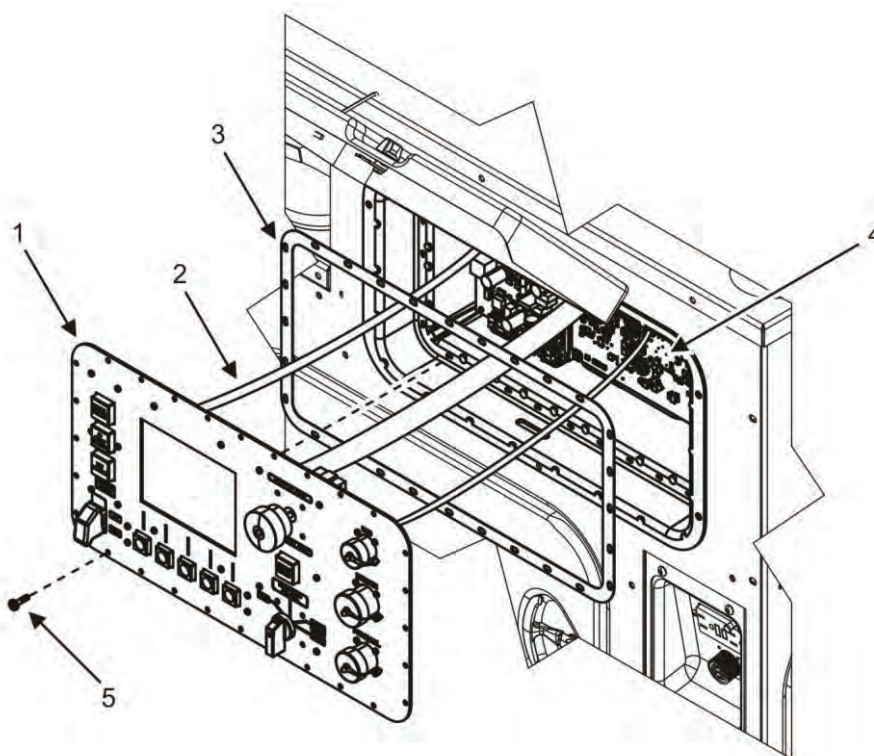


Figure 4. Accessing DCS Diagnostic LEDs.

2. Open DCS door and secure in open position.
3. Remove and discard 28 locking screws (Figure 4, Item 5) securing DCS control panel (Figure 4, Item 1) to DCS enclosure (Figure 4, Item 4).
4. Pull DCS control panel (Figure 4, Item 1) from DCS enclosure (Figure 4, Item 4) far enough to view printed circuit cards in rear of DCS enclosure (Figure 4, Item 4) and on rear of DCS control panel (Figure 4, Item 1).
5. Inspect seal (Figure 4, Item 3) between DCS enclosure (Figure 4, Item 4) and DCS control panel (Figure 4, Item 1) for signs of obvious damage. Remove and discard seal (Figure 4, Item 3) if damaged (WP 0016, Remove/Install DCS).
6. Secure DCS control panel (Figure 4, Item 1) with baling wire in a position that does not put stress on three cables (Figure 4, Item 2) running from DCS enclosure (Figure 4, Item 4) to DCS control panel (Figure 4, Item 1).

NOTE

Several LEDs should illuminate when engine control switch is in the PRIME & RUN position.

7. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
8. Troubleshoot electrical system (WP 0009, Electrical System Troubleshooting without a DCS Code) if LEDs do not illuminate.

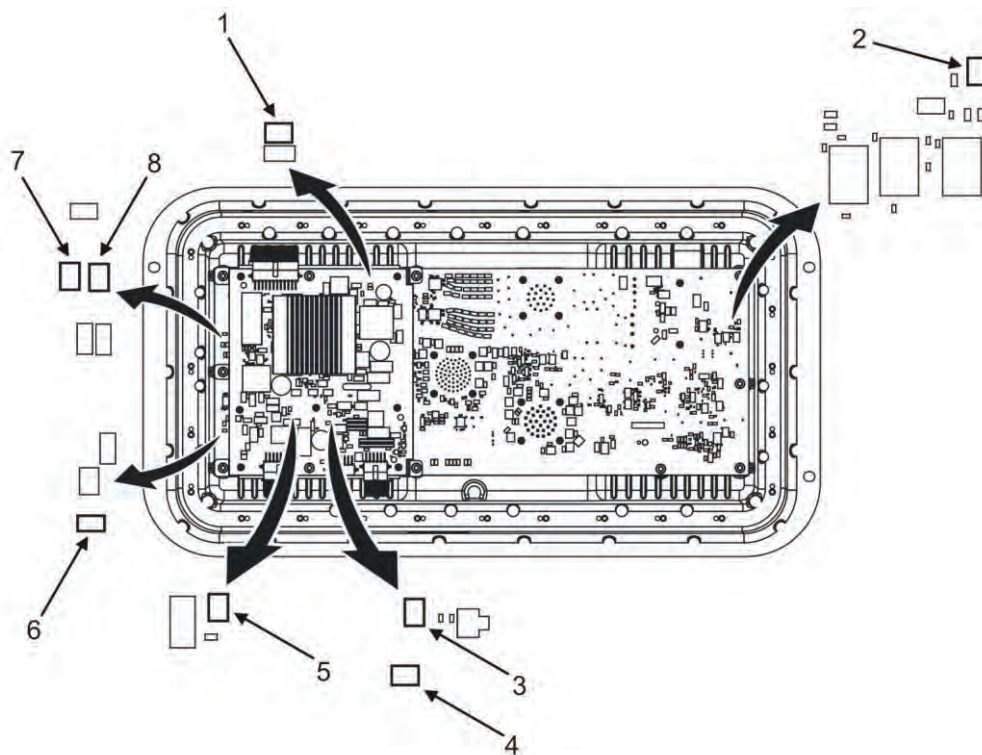


Figure 5. DCS Enclosure LEDs.

9. Observe LEDs on printed circuit boards inside DCS enclosure (Figure 4, Item 4).
10. Consult Figure 5 and Table 1 for proper function of LEDs.

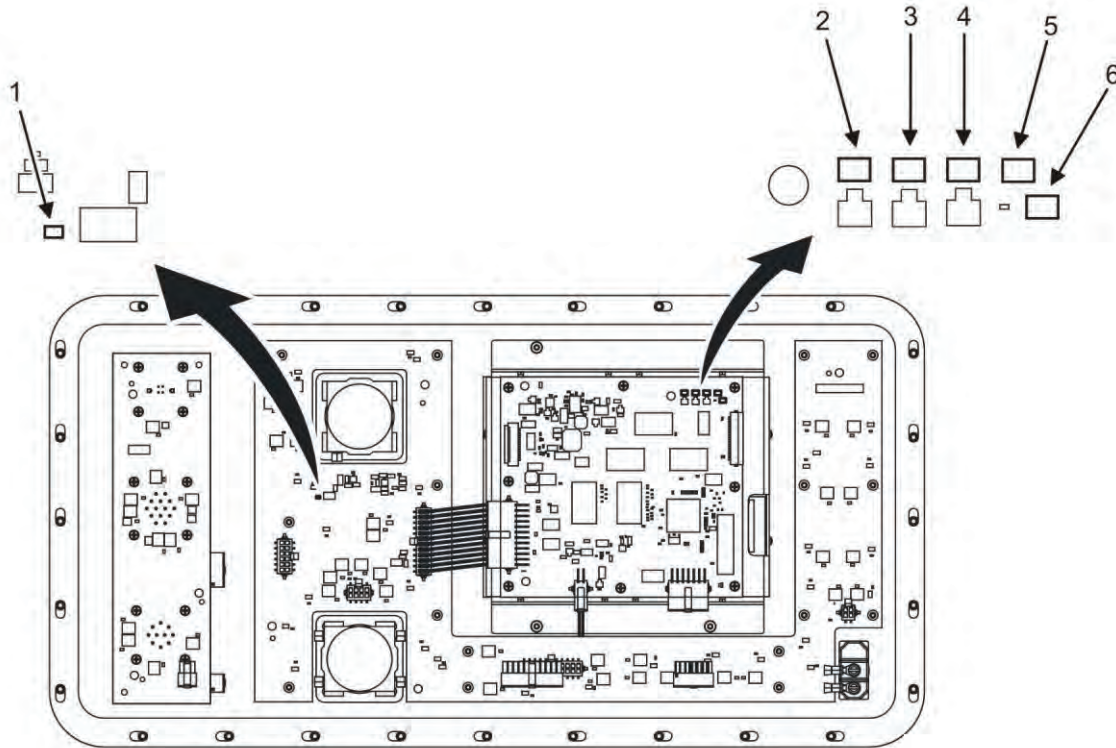
Table 1. DCS Enclosure LEDs.

LED INDICATOR	DESCRIPTION	BLINK RATE/STATUS	SERVICE STEPS REQUIRED
5216 HEARTBEAT DS200 (Figure 5, Item 8)	Main processor function LED. The color is green.	<ol style="list-style-type: none"> 1. [Normal Mode]: Blinks at 0.5 Hz (1 sec on, 1 sec off) when U206 is running normally with application firmware. 2. [Boot Mode]: Blinks at 2 Hz (0.25 sec on, 0.25 sec off) when U206 is running boot firmware. 3. [OFF Mode]: Not blinking. 4. [Abnormal Mode]: 100% on. 	<ol style="list-style-type: none"> 1. [Normal Mode]: None. 2. [Boot Mode]: Load firmware into controller. Use InPower AMMPS Service Tool software. 3. [OFF Mode]: Check power to the controller. Make sure EMERGENCY STOP is not active. Rotate engine control switch from OFF position. If DS300 is blinking normally and DS200 is not blinking, see step 11. 4. [Abnormal Mode]: See step 11.
COMMON ALARM DS201 (Figure 5, Item 7)	Common alarm LED. The color is red.	LED is active when there is a warning or shutdown fault on the generator set.	Check warning/fault status on DCS. Take appropriate service response. Press FAULT RESET on DCS to clear the fault indicator.
5213 HEARTBEAT DS300 (Figure 5, Item 6)	Main control co-processor function LED. The color is green.	<ol style="list-style-type: none"> 1. [Normal Mode]: Blinks at 0.5 Hz (1 sec on, 1 sec off) when U206 is running normally with application firmware. 2. [Boot Mode]: Blinks at 2 Hz (0.25 sec on, 0.25 sec off) when U206 is running boot firmware. 3. [OFF Mode]: Not blinking. [Abnormal Mode]: 100% on. 	<ol style="list-style-type: none"> 1. [Normal Mode]: None. 2. [Boot Mode]: Load firmware into controller. Use InPower AMMPS Service Tool software. 3. [OFF Mode]: Check power to the controller. Make sure EMERGENCY STOP is not active. Rotate engine control switch from OFF position. If DS200 is blinking normally and DS300 is not blinking, see step 11. 4. [Abnormal Mode]: See step 11.
DS1100 (Figure 5, Item 2)	Automatic Voltage Regulator (AVR) power supply status LED. The color is green.	If the DCS is powered and running normally, the LED will be active (on). This LED indicates the AVR section of the main board has power.	If the LED is off, check power to the controller. Make sure EMERGENCY STOP is not active. Rotate engine control switch from OFF position. If the LED does not turn on and the processor LEDs are working normally, see step 11.
DS100 (Figure 5, Item 1)	Non-isolated power supply LED. The color is green.	Should be 100% on when the DCS is powered and running normally.	If LED is off, check that DCS is powered normally and EMERGENCY STOP is not active. If DCS is powered normally and LED is inactive, see step 11.
DS101 (Figure 5, Item 5)	Isolated power supply LED.	Should be 100% on when the DCS is powered and running normally.	If LED is off, check that DCS is powered normally and EMERGENCY STOP is not active. If DCS is powered normally and LED is inactive, see step 11.

Table 1. DCS Enclosure LEDs — Continued.

LED INDICATOR	DESCRIPTION	BLINK RATE/STATUS	SERVICE STEPS REQUIRED
DS200 (Figure 5, Item 4)	DCS control power LED. The color is green.	Should be 100% on when the DCS is powered and running normally. This will be off if the DCS is not powered up and running.	If LED is off, check that DCS is powered normally and EMERGENCY STOP is not active. If DCS is powered normally and LED is inactive, see step 11.
DS201 (Figure 5, Item 3)	Power supply control card heater LED. The color is green.	LED is normally off. This LED goes on when the DCS heater system is active. This will be at extremely low ambient temperatures (-51°F – -33°F (-46°C – -36°C)).	No service steps are required. Normal operation is not affected by this circuit. Only low temperature conditions can verify the operation of this circuit.

11. Replace DCS (WP 0017, Remove/Install DCS) if LEDs do not function IAW Table 1.

**Figure 6. DCS Control Panel LEDs.**

12. Observe LEDs on printed circuit boards on rear of DCS control panel (Figure 4, Item 1).

13. Consult Figure 6 and Table 2 for proper function of LEDs.

Table 2. DCS Control Panel LEDs.

LED INDICATOR	DESCRIPTION	BLINK RATE/STATUS	SERVICE STEPS REQUIRED
DS1 (Figure 6, Item 6)	3.3 V DCS power LED. The color is green.	Should be 100% on when the DCS is powered and running normally.	If LED is off, check that DCS is powered normally and EMERGENCY STOP is not active. If DCS is powered normally and LED is inactive, see step 14.
DS2 (Figure 6, Item 2)	Display controller microcontroller status LED. The color is green.	<ol style="list-style-type: none"> 1. [OFF Mode]: LED is off. 2. [Initialization Mode]: Blinks very fast during power-up initialization. 3. [Boot Mode]: Blinks at 2 Hz (0.25 sec on, 0.25 sec off) when U1 is running the boot block firmware. 4. [Normal Mode]: Blinks at 0.5 Hz (1 sec on, 1 sec off) when U1 microcontroller is running the application firmware. 5. [Abnormal Mode]: 100% on. This indicates the system is not running and has a fault. 	<ol style="list-style-type: none"> 1. If LED is off, check that DCS is powered normally and EMERGENCY STOP is not active. 2. If device is in initialization mode, wait 10 sec and check again. If system does not leave initialization mode, check for [Boot Mode] and see step 14. 3. If device is in the boot mode, load firmware into controller with InPower AMMPS software loaded on Maintenance Support Device (MSD). 4. Normal mode requires no service actions to this assembly. 5. If device LED is stuck 100% on, see step 14.
DS3 (Figure 6, Item 3)	Display controller / main controller communication LED. The color is red.	LED is normally off.	If LED is off, no service action is required. If LED is on, wait 10 sec for LED to turn off as communications initialize. If LED stays on indefinitely, check the cables between the main controller and the display controller. If LED stays on and cables are ok, see step 14.
DS4 (Figure 6, Item 4)	LCD glass heater LED. The color is green.	LED is normally off. LED goes on when the DCS heater system is active. This will be at extremely low ambient temperatures (-51°F – -4°F (-46°C – -20°C)).	If ambient temperatures are above 32°F (0°C) and this LED is active, check display controller function. Check the cables for a short circuit between wires. See step 14 if LED is always active at temperatures above 32°F (0°C).
DS5 (Figure 6, Item 5)	Display controller heater LED. The color is yellow.	LED is normally off. LED goes on when the DCS heater system is active. This will be at extremely low ambient temperatures (-51°F – -33°F (-46°C – -36°C)).	No service steps are required. Normal operation is not affected by this circuit. Only low-temperature conditions can verify the operation of this circuit.
DS28 (Figure 6, Item 1)	Temperature sense circuitry LED. The color is green.	Should be 100% on when the DCS is powered and running normally.	If LED is off, check that DCS is powered normally and EMERGENCY STOP is not active. If DCS is powered normally and LED is inactive, see step 14.

14. Replace DCS (WP 0017, Remove/Install DCS) if LEDs do not function IAW Table 1.

NOTE

LEDs should go off after DCS powers down when engine control switch is in the OFF position.

15. Turn engine control switch to OFF (TM 9-6115-750-10).
16. Install new seal (Figure 4, Item 3) to DCS enclosure (Figure 4, Item 4) if old seal was removed. See Install DCS Control Panel Assembly task.
17. Position DCS control panel (Figure 4, Item 1) to its mounting location on DCS enclosure (Figure 4, Item 4) and align the mounting holes.
18. Secure DCS control panel (Figure 4, Item 1) to DCS enclosure (Figure 4, Item 4) by installing 28 new locking screws (Figure 4, Item 5). Torque 28 locking screws (Figure 4, Item 5) to 15.9 – 19.5 in/lb (1.8 – 2.2 Nm).
19. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
20. Start engine and check for proper operation (TM 9-6115-750-10).
21. Repair as required.
22. Close DCS door.

END OF TASK

Remove DCS Door Assembly

1. Ensure equipment conditions are met in order presented in initial setup.
2. Remove negative ground cable from right-hand battery (WP 0036, Remove/Install Batteries).
3. Remove top body panel (WP 0028, Remove/Install Top Body Panel).

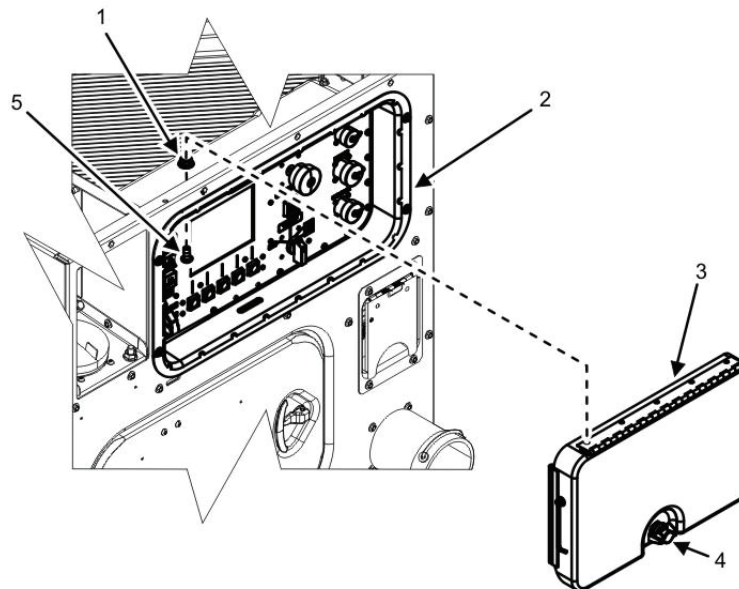


Figure 7. DCS Door — Removal.

4. Support DCS door (Figure 7, Item 3) and remove five nuts (Figure 7, Item 1) and five screws (Figure 7, Item 5) that secure DCS door (Figure 7, Item 3) to DCS enclosure (Figure 7, Item 2).

5. Rotate DCS door latch (Figure 7, Item 4) and remove DCS door (Figure 7, Item 3) from unit.
6. Place DCS door (Figure 7, Item 3) on a suitable work surface.

END OF TASK

Disassemble DCS Door Assembly

1. Remove four screws (Figure 8, Item 8), four nuts (Figure 8, Item 1), and hinge (Figure 8, Item 2), from DCS door (Figure 8, Item 3).
2. Remove one screw (Figure 8, Item 5), one lock nut (Figure 8, Item 7), and door prop (Figure 8, Item 4) from DCS door (Figure 8, Item 3). Discard lock nut (Figure 8, Item 7).
3. Remove two rubber bumpers (Figure 8, Item 6) from edges of DCS door (Figure 8, Item 3).

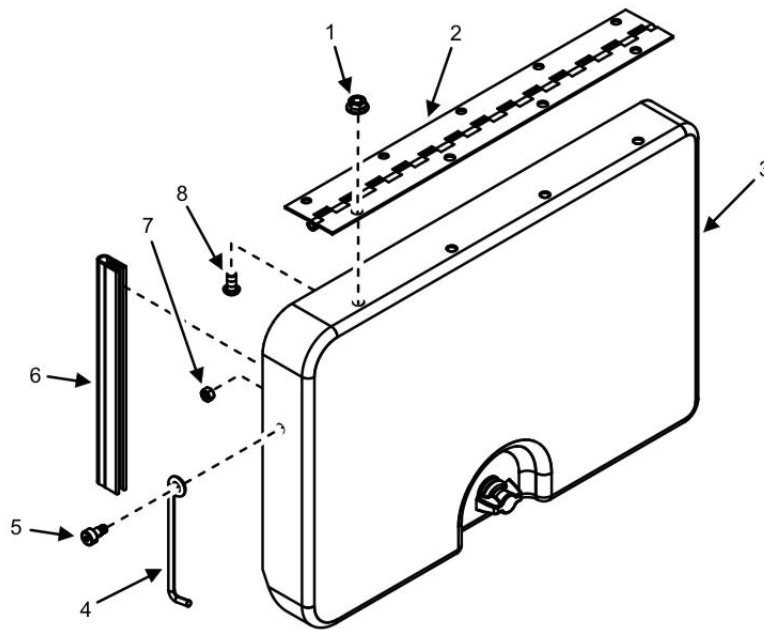


Figure 8. DCS Door — Disassemble.

END OF TASK

Inspect DCS Door Components

1. Inspect hinge (Figure 8, Item 2). Replace hinge (Figure 8, Item 2) if bent, corroded, or binding.
2. Inspect door prop (Figure 8, Item 4). Replace door prop (Figure 8, Item 4) if bent, cracked, or broken.
3. Inspect rubber bumpers (Figure 8, Item 6). Replace rubber bumpers (Figure 8, Item 6) if cracked or torn.
4. Inspect DCS door (Figure 8, Item 6). Replace DCS door (Figure 8, Item 3) if punctured, cracked, corroded, or badly bent. Repair minor dents by hammering out.

END OF TASK

Assemble DCS Door Assembly

1. Install two rubber bumpers (Figure 8, Item 6) to the inside edges of DCS door (Figure 8, Item 3).
2. Position prop (Figure 8, Item 4) to its mounting position on outside of DCS door (Figure 8, Item 3) and secure by installing screw (Figure 8, Item 5) and new lock nut (Figure 8, Item 7).
3. Position hinge (Figure 8, Item 2) to DCS door (Figure 8, Item 3) and secure by installing four screws (Figure 8, Item 8) and four nuts (Figure 8, Item 1).

END OF TASK**Install DCS Door Assembly**

1. Position DCS door (Figure 7, Item 3) to its mounting position on DCS enclosure (Figure 7, Item 2).
2. Support DCS door (Figure 7, Item 3) while installing five screws (Figure 7, Item 5) and five nuts (Figure 7, Item 1) to secure DCS door (Figure 7, Item 3) to DCS enclosure (Figure 7, Item 2).
3. Close DCS door (Figure 7, Item 3) and secure latch (Figure 7, Item 4).
4. Install top body panel (WP 0028, Remove/Install Top Body Panel).
5. Install battery ground cable (WP 0036, Remove/Install Batteries).
6. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
7. Start engine and check for proper operation (TM 9-6115-750-10).
8. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL AIR INTAKE HOSE ASSEMBLIES

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Clamp (WP 0108, Repair Parts List, Figure 8, Item 6)

Clamp, type CTB (3) (WP 0108, Figure 8, Item 3)

Clamp, type CTB (4) (WP 0108, Figure 8, Item 15)

Hose, air (WP 0108, Figure 8, Item 2)

Hose, air (WP 0108, Figure 8, Item 5)

Hose, breather 19MM ID X 80MM (2) (WP 0108, Figure 8, Item 16)

Joint, breather (WP 0108, Figure 8, Item 4)

Tube, breather (WP 0108, Figure 8, Item 1)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

REMOVE/INSTALL AIR INTAKE HOSE ASSEMBLIES**Remove Air Intake Air Hose Assemblies**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate air hose intake assembly (Figure 1).

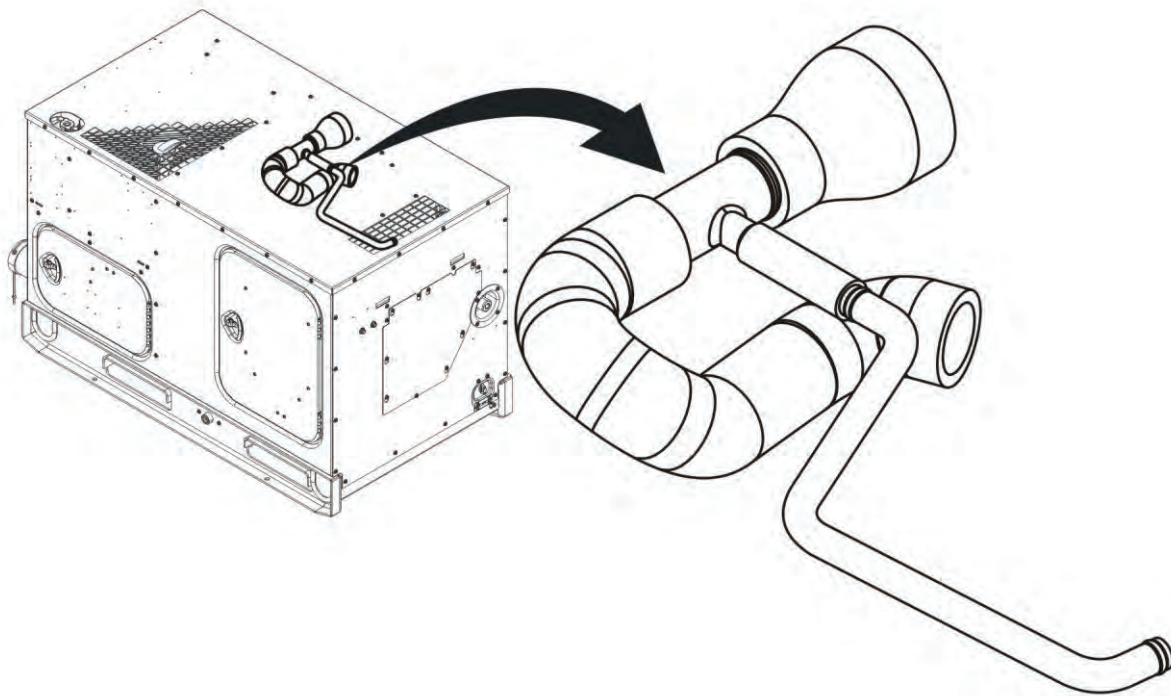


Figure 1. Air Intake Hose Assembly — Location.

3. Loosen clamp (Figure 2, Item 5) securing air hose (Figure 2, Item 4) to upper tube of air cleaner assembly (Figure 2, Item 6).
4. Remove air hose (Figure 2, Item 4) and clamp (Figure 2, Item 5) from upper tube of air cleaner assembly (Figure 2, Item 6).
5. Loosen and remove clamp (Figure 2, Item 9) securing air hose (Figure 2, Item 2) to turbocharger (Figure 2, Item 10).
6. Remove air hose (Figure 2, Item 2) from turbocharger (Figure 2, Item 10).
7. Loosen and slide back clamp (Figure 2, Item 7) on breather hose (Figure 2, Item 8) of breather tube (Figure 2, Item 1) at breather joint (Figure 2, Item 3).

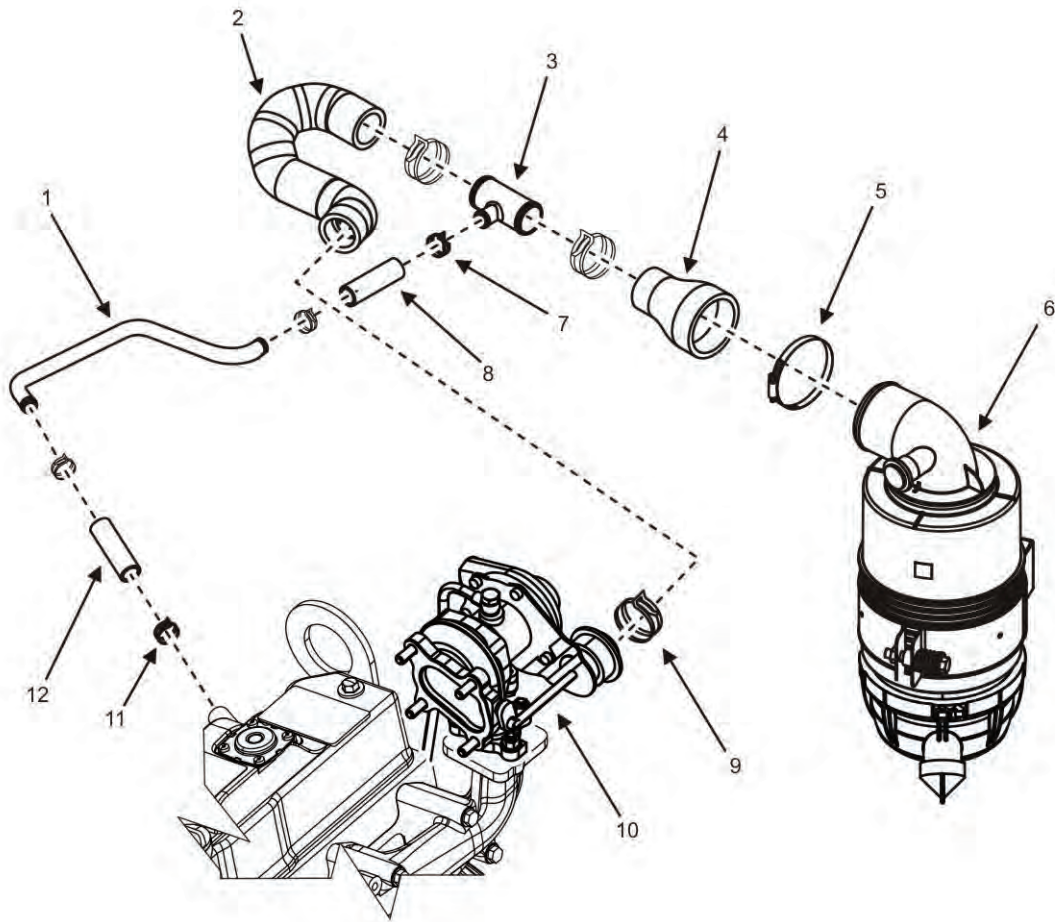


Figure 2. Air Intake Hose Assembly Detail.

8. Remove breather hose (Figure 2, Item 8) from breather joint (Figure 2, Item 3).
9. Remove air intake hose assembly (Figure 2, Items 2, 3, and 4) from unit and place on a suitable work surface.
10. Remove air hoses (Figure 2, Items 2 and 4) from breather joint (Figure 2, Item 3).
11. Disengage clamp (Figure 2, Item 11) on breather hose (Figure 2, Item 12) at valve cover end of breather tube (Figure 2, Item 1).
12. Remove breather tube (Figure 2, Item 1) and breather hoses (Figure 2, Items 8 and 12) from valve cover and place on a suitable work surface.
13. Remove breather hoses (Figure 2, Items 8 and 11) from breather tube (Figure 2, Item 1).

END OF TASK

Inspect Air Intake Hose Assemblies

1. Inspect all hoses for damage or deterioration. Replace damaged or deteriorated hoses as required.
2. Inspect all hoses and remove any blockage such as debris, dirt, or kinks. Replace hose if blockage cannot be removed.
3. Inspect breather joint (Figure 2, Item 3) for cracks, corrosion, or other damage. Replace as required.

4. Inspect breather hoses (Figure 2, Items 8 and 12) for damage or deterioration. Replace as required.
5. Inspect breather tube (Figure 2, Item 1) for cracks, corrosion, blockage, or other damage. Repair or replace as required.

END OF TASK

Install Air Intake Hose Assemblies

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation.

1. Position air hose (Figure 2, Item 4) and clamp (Figure 2, Item 9) on air cleaner connection in breather joint (Figure 2, Item 3). Secure air hose (Figure 2, Item 4) on breather joint (Figure 2, Item 3) with clamp (Figure 2, Item 9).
2. Install air hose (Figure 2, Item 4) and clamp (Figure 2, Item 5) on upper tube of air cleaner assembly (Figure 2, Item 6) and finger-tighten clamp (Figure 2, Item 5).
3. Position air hose (Figure 2, Item 2) and clamp (Figure 2, Item 9) to turbocharger connection in breather joint (Figure 2, Item 3). Secure air hose (Figure 2, Item 2) with clamp (Figure 2, Item 9).
4. Position air hose (Figure 2, Item 2) and clamp (Figure 2, Item 9) on turbocharger (Figure 2, Item 10). Secure air hose (Figure 2, Item 2) to turbocharger (Figure 2, Item 10) with clamp (Figure 2, Item 9).
5. Position breather hose (Figure 2, Item 8) and clamp (Figure 2, Item 7) on valve cover connection in breather joint (Figure 2, Item 3). Secure breather hose (Figure 2, Item 8) on breather joint (Figure 2, Item 3) with clamp (Figure 2, Item 7).
6. Position breather tube (Figure 2, Item 1) and clamp (Figure 2, Item 7) to breather hose (Figure 2, Item 8) and clamp (Figure 2, Item 7) on breather joint (Figure 2, Item 3). Secure with clamp (Figure 2, Item 7).
7. Position breather hose (Figure 2, Item 12) and clamp (Figure 2, Item 11) on valve cover end of breather tube (Figure 2, Item 1) and secure with clamp (Figure 2, Item 11).
8. Install breather hose (Figure 2, Item 12) to valve cover and secure with clamp (Figure 2, Item 11).
9. Check for proper seating of hoses (Figure 2, Items 2, 4, 8, and 11) and clamps (Figure 2, Items 7, 9, and 11) at each hose fitting.
10. Tighten hose clamp (Figure 2, Item 5).
11. Install top body panel (WP 0028, Remove/Install Top Body Panel).
12. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
13. Close generator set doors.
14. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
15. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
16. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
SERVICE AIR CLEANER

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Element, air filter (WP 0108, Repair Parts List, Figure 8, Item 8)

Sealant (WP 0163, Expendable and Durable Items List, Item 33)

Personnel Required

91D (1)

Assistant (1)

References

WP 0019, Remove/Install Air Intake Hose Assemblies

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Air filter restriction indicator shows restricted filter (TM 9-6115-750-10)

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

SERVICE AIR CLEANER ASSEMBLY**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Hearing protection is required during maintenance or repair with engine running. Failure to comply can cause hearing loss.

Remove Air Cleaner Filter Element

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate air cleaner (Figure 1).
3. Release lock lever on air cleaner base cover (Figure 2, Item 3) and twist cover counterclockwise until resistance is felt.
4. Pull base cover (Figure 2, Item 3) straight down to expose filter element (Figure 2, Item 2) and remove cover from unit.

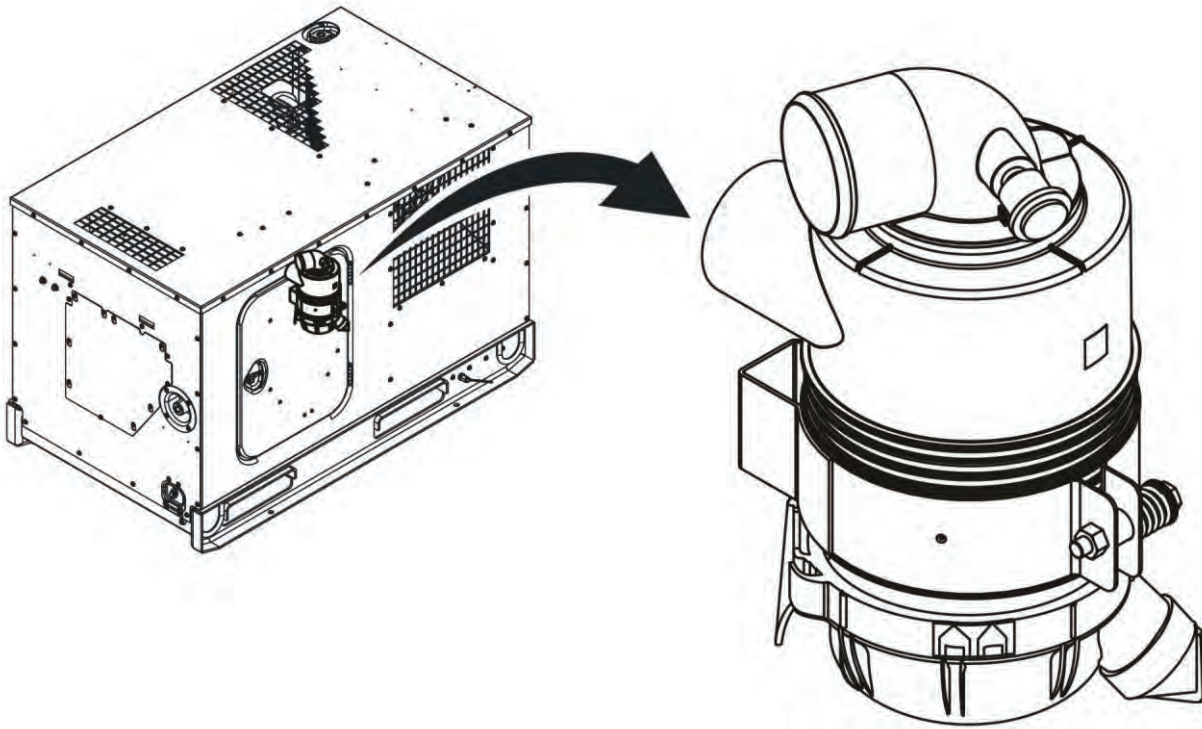


Figure 1. Air Cleaner — Location.

5. Inspect base cover (Figure 2, Item 3) for damage or corrosion, and replace as required.
6. Turn end of filter element (Figure 2, Item 2) in either direction to disengage seal.
7. Remove element (Figure 2, Item 2) gently from air cleaner housing (Figure 2, Item 1) by pulling downward, and discard element.
8. Inspect air cleaner housing (Figure 2, Item 1) for damage or corrosion, and replace as required. See Remove Air Cleaner Assembly task and Install Air Cleaner Assembly task.

END OF TASK

Install Air Cleaner Filter Element

1. Remove dirt and debris from base cover (Figure 2, Item 3) sealing surfaces and inside of air cleaner housing (Figure 2, Item 1).
2. Insert new filter element (Figure 2, Item 2) into air cleaner housing (Figure 2, Item 1) and twist in either direction to secure.

NOTE

When base cover (Figure 2, Item 3) is placed on bottom of air cleaner housing (Figure 2, Item 1) and turned clockwise, a click can be heard when the cover is properly secured.

3. Position base cover (Figure 2, Item 3) on housing mount and turn clockwise to secure.

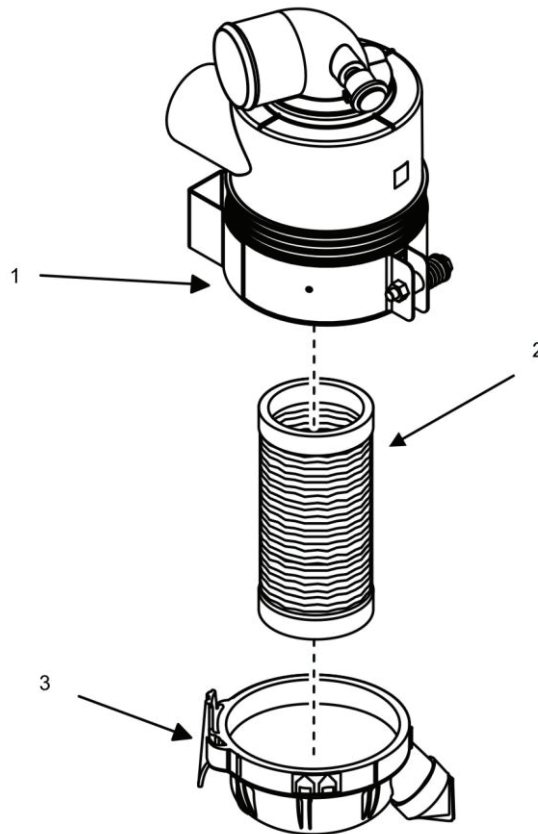


Figure 2. Air Cleaner Assembly.

4. Reset restriction indicator (Figure 3, Item 3) on air cleaner (Figure 3, Item 16) by pushing yellow button on restriction indicator (Figure 3, Item 3).
5. Install top body panel (WP 0028, Remove/Install Top Body Panel).
6. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
7. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
8. Start engine and check for proper operation.
9. Repair as required.

END OF TASK

Remove Air Cleaner Assembly

1. Remove top body panel (WP 0028, Remove/Install Top Body Panel) on generator set if not already removed.
2. Remove flexible air intake hose connecting air cleaner hose assembly to turbocharger by loosening hose clamp at upper tube (Figure 3, Item 2) (WP 0018, Remove/Install Air Intake Hose Assemblies).

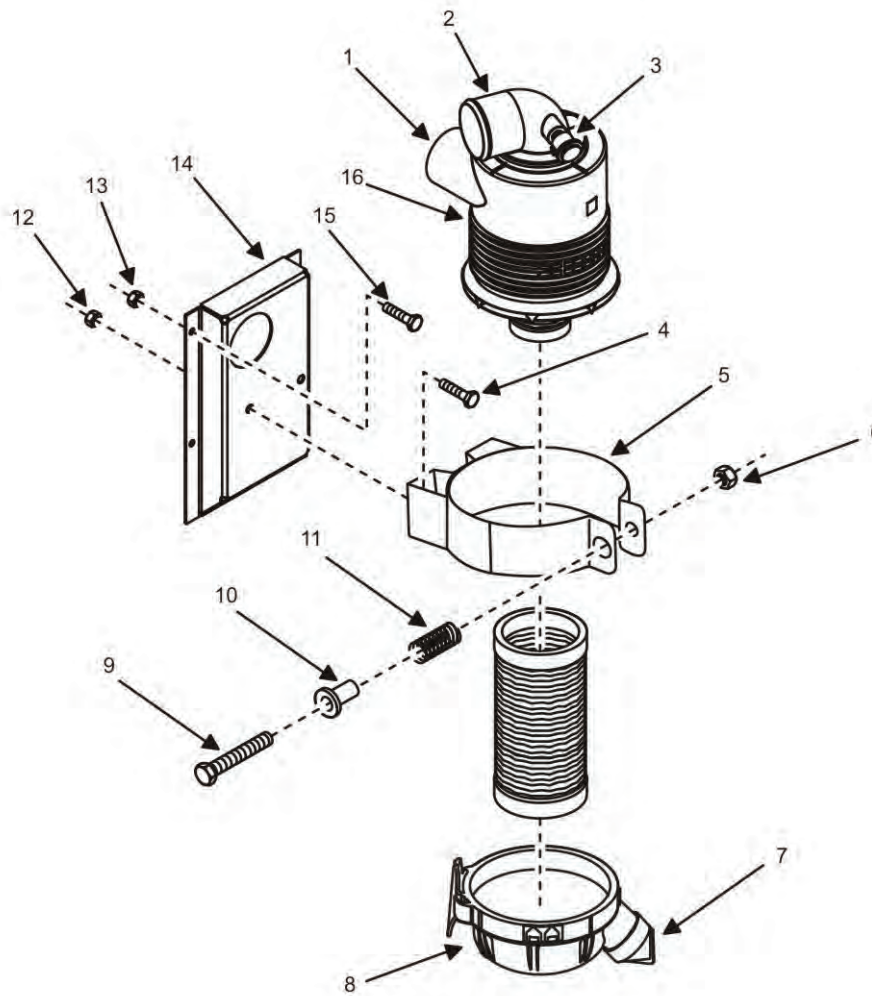


Figure 3. Air Cleaner Assembly — Detail.

3. Remove four hex socket head screws (Figure 3, Item 15) and nuts (Figure 3, Item 13) securing air cleaner bracket (Figure 3, Item 14) to interior panel.
4. Inspect four hex socket head screws (Figure 3, Item 15) and nuts (Figure 3, Item 13) for damage or corrosion, and replace as required.
5. Remove air cleaner (Figure 3, Item 16) and bracket (Figure 3, Item 14) from unit and place on suitable work surface.
6. Inspect air cleaner (Figure 3, Item 16) and bracket (Figure 3, Item 14) for damage or corrosion, and replace as required.

END OF TASK

Install Air Cleaner Assembly

1. Position air cleaner (Figure 3, Item 16) and bracket (Figure 3, Item 14) at mounting location on unit bulkhead.
2. Secure mounting bracket (Figure 3, Item 14) and air cleaner (Figure 3, Item 16) to interior panel by installing four hex socket head screws (Figure 3, Item 15) into four nuts (Figure 3, Item 13).

3. Loosen mounting strap bolt (Figure 3, Item 9) to rotate air cleaner assembly (Figure 3, Item 16) within its mounting strap (Figure 3, Item 5) as necessary to align upper tube (Figure 3, Item 2) with air intake hose from turbocharger.
4. Tighten mounting strap bolt (Figure 3, Item 9) when upper tube (Figure 3, Item 2) and flexible air intake hose are properly aligned.
5. Install flexible air intake hose on air cleaner assembly's upper tube (Figure 3, Item 2) (WP 0019, Remove/Install Air Intake Hose Assemblies).
6. Close generator set doors.

CAUTION

Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator set with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply will cause damage to equipment.

7. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
8. Start engine and check for proper operation.
9. Repair as required.
10. Install top body panel on generator set (WP 0028, Remove/Install Top Body Panel).

END OF TASK

Disassemble Air Cleaner Assembly

1. Remove air cleaner and bracket (see Remove Air Cleaner Assembly task) from unit.
2. Remove air cleaner filter element (see Remove Air Cleaner Filter Element task).
3. Rotate air filter restriction indicator (Figure 3, Item 3) counterclockwise from upper tube (Figure 3, Item 2) of air cleaner (Figure 3, Item 16) to remove air filter restriction indicator (Figure 3, Item 3) from air cleaner (Figure 3, Item 16).
4. Inspect restriction indicator (Figure 3, Item 3) for excessive corrosion or other signs of damage, and replace as required.
5. Remove nut (Figure 3, Item 6), spring (Figure 3, Item 11), spacer (Figure 3, Item 10), and mounting strap bolt (Figure 3, Item 9) securing mounting strap (Figure 3, Item 5) to air cleaner (Figure 3, Item 16).
6. Inspect nut (Figure 3, Item 6), spring (Figure 3, Item 11), spacer (Figure 3, Item 10), and mounting strap bolt (Figure 3, Item 9) for corrosion and other signs of obvious damage, and replace as required.
7. Remove air cleaner (Figure 3, Item 16) from mounting strap (Figure 3, Item 5) by expanding mounting strap (Figure 3, Item 5) to clear air cleaner (Figure 3, Item 16).
8. Inspect mounting strap (Figure 3, Item 5) for corrosion, cracks, or other signs of obvious damage, and replace as required.
9. Remove two screws (Figure 3, Item 4) and nuts (Figure 3, Item 12) securing mounting strap (Figure 3, Item 5) to air cleaner bracket (Figure 3, Item 14).
10. Remove dust ejection valve (Figure 3, Item 7) from air cleaner base (Figure 3, Item 8).
11. Inspect dust ejection valve (Figure 3, Item 7) for corrosion, cracks, or other signs of obvious damage, and replace as required.

END OF TASK

Assemble Air Cleaner Assembly

1. Thoroughly clean all air cleaner assembly components before assembly.
2. Install dust ejection valve (Figure 3, Item 7) on air cleaner base (Figure 3, Item 8) with valve opening pointing downward.
3. Install mounting strap (Figure 3, Item 5) to air cleaner bracket (Figure 3, Item 14) with two screws (Figure 3, Item 4) and nuts (Figure 3, Item 12).
4. Place air cleaner (Figure 3, Item 16) into air cleaner mounting strap (Figure 3, Item 5), inserting lower intake tube (Figure 3, Item 1) of air cleaner (Figure 3, Item 16) into opening in air cleaner bracket (Figure 3, Item 14).

NOTE

Spacer (Figure 3, Item 10) and spring (Figure 3, Item 11) are installed on the mounting strap bolt (Figure 3, Item 9) outside of the mounting strap (Figure 3, Item 5), next to the bolt head.

5. Secure mounting strap (Figure 3, Item 5) to air cleaner (Figure 3, Item 16) using nut (Figure 3, Item 6), spring (Figure 3, Item 11), spacer (Figure 3, Item 10), and mounting strap bolt (Figure 3, Item 9).
6. Secure mounting strap bolt (Figure 3, Item 9) finger-tight to allow rotation of air cleaner assembly (Figure 3, Item 16) during installation of air intake hoses.
7. Apply thread sealant to mounting threads of air filter restriction indicator (Figure 3, Item 3).
8. Install and secure air filter restriction indicator (Figure 3, Item 3) on upper tube (Figure 3, Item 2) of air cleaner (Figure 3, Item 16).
9. Install air cleaner filter element (see Install Air Cleaner Filter Element task).
10. Install air cleaner assembly into unit (see Install Air Cleaner Assembly task).
11. Install top body panel (WP 0028, Remove/Install Top Body Panel).
12. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
13. Close generator set doors.
14. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
15. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
16. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
SERVICE COOLING SYSTEM

INITIAL SETUP:**Test Equipment**

Test Kit, Radiator Pressure (WP 0162, Table 2, Item 34)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, engine cooling system (WP 0163, Item 10)

Distilled water (WP 0163, Item 18)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

References

MIL-C-10597F (ME)

WP 0022, Remove/Install Coolant Recovery System

WP 0024, Remove/Install Radiator Hose and Tube Assemblies

WP 0027, Remove/Install Radiator Assembly'

WP 0028, Remove/Install Top Body Panel

WP 0089, Lubrication Instructions

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

SERVICE COOLING SYSTEM**WARNING**

- Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.
- Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

Test Cooling System

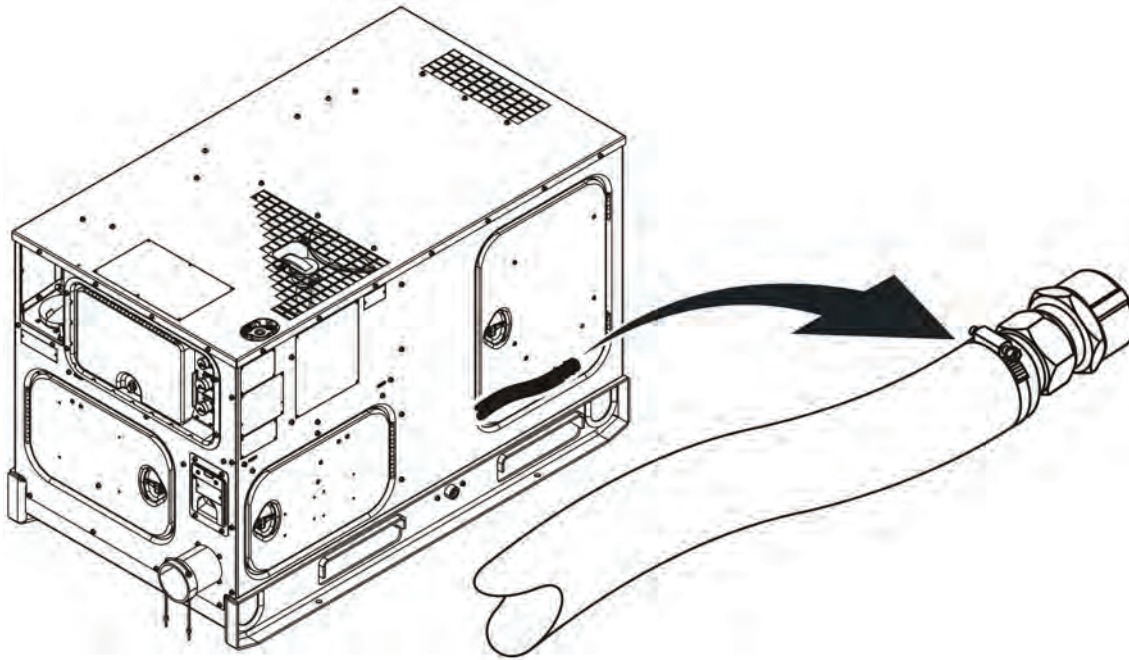


Figure 1. Coolant Drain Line — Location.

NOTE

Review operation of Pressure Test Kit prior to use.

1. Ensure equipment conditions are met in order presented in initial setup.

NOTE

Coolant drain line on an AMMPS generator set with the optional winterization kit installed is located at the coolant heater. If the winterization kit is not installed, then the coolant drain hose can be found at a barb fitting on the engine block.

Dispose of captured coolant IAW local SOP.

2. Locate coolant drain line (Figure 1).
3. Ensure radiator is properly filled. See Fill Radiator with Engine Coolant task.

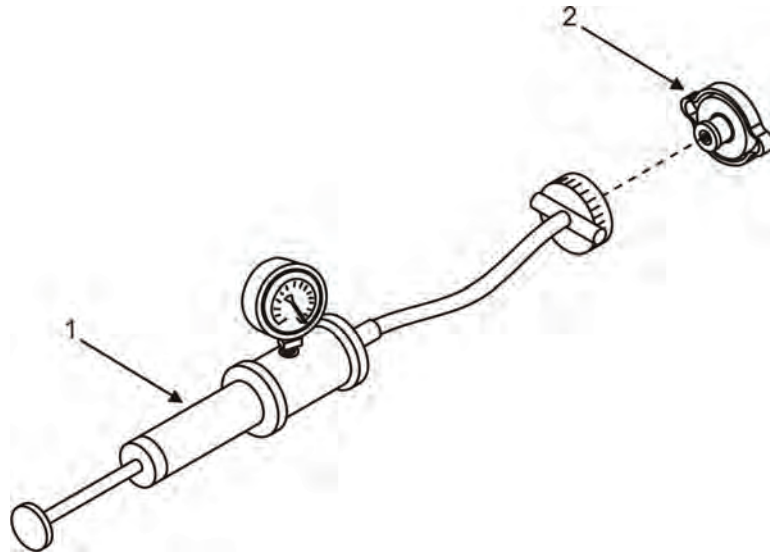


Figure 2. Cooling System Test — Cap.

4. Remove radiator cap (Figure 2, Item 2) from radiator (Figure 4, Item 1).
5. Install radiator cap (Figure 2, Item 2) onto a cooling system tester (Figure 2, Item 1).
6. Apply 10.8 – 14.8 psi (75 – 105 kPa) to radiator cap (Figure 2, Item 2).
7. Replace radiator cap (Figure 2, Item 2) if relief valve fails to open when pressure is above 13 psi (89.6 kPa).
8. Remove radiator cap (Figure 2, Item 2) from cooling system tester (Figure 2, Item 1).

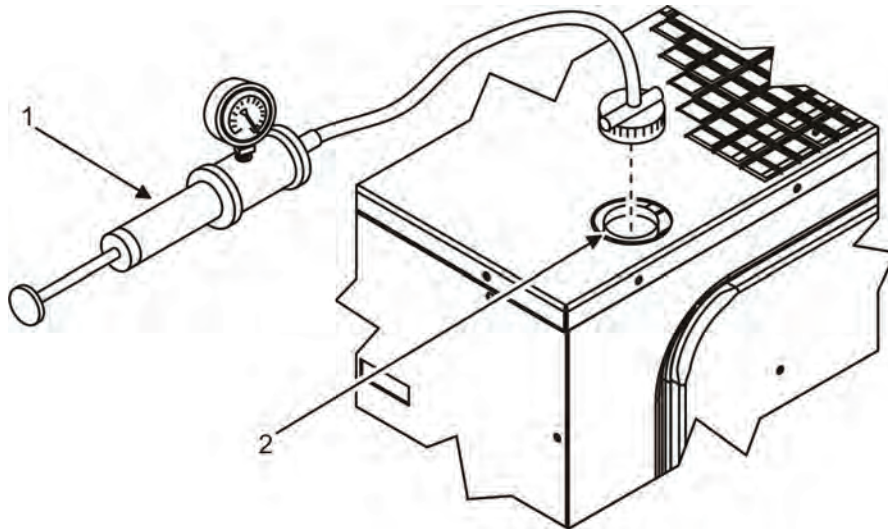


Figure 3. Cooling System Test — Radiator.

9. Install cooling system tester (Figure 3, Item 1) to fill port (Figure 3, Item 2) on top of radiator.
10. Apply 10.8 – 14.8 psi (75 – 105 kPa) to radiator via fill port (Figure 3, Item 2).

NOTE

If pressure reading drops when applied to the radiator, the engine cooling system is leaking. Check radiator, hoses, and clips when inspecting system for leaks.

11. Inspect cooling system for leaks in radiator hoses and around clips (WP 0024, Remove/Install Radiator Hose and Tube Assemblies) if pressure reading drops after applying pressure to radiator (Figure 4, Item 1).
12. Remove and replace radiator (Figure 4, Item 1) if leaking (WP 0027, Remove/Install Radiator Assembly).
13. Remove and replace any hoses or clips (WP 0024, Remove/Install Radiator Hose and Tube Assemblies) where leaks are found.
14. Remove cooling system tester (Figure 3, Item 1) from fill port (Figure 3, Item 2).

CAUTION

Radiator cap must be closed securely. If cap is loose or improperly closed, coolant may leak, causing engine to overheat. Failure to comply may cause damage to equipment.

15. Install radiator cap (Figure 2, Item 2) to fill port (Figure 3, Item 2).
16. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).

END OF TASK**Drain Engine Coolant****NOTE**

The AMMPS 10 kW generator set is shipped from the factory filled with commercial-grade coolant. The color of the commercial-grade coolant may be different from the Mil-Standard coolant with which you are familiar.

The commercial-grade coolant is compatible with the Mil-Standard coolant specified in this manual. Mil-Standard coolant may be used to top-off coolant level prior to the first maintenance interval. Commercial-grade coolant should be drained and replaced with Mil-Standard coolant as directed at the first maintenance interval.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Remove top body panel (WP 0028, Remove/Install Top Body Panel).
3. Open right-side door of unit.

NOTE

Figure 4 illustrates an AMMPS generator set without the optional winterization kit installed. If the winterization kit is installed, then the coolant drain hose can be found at T-adaptor of winterization kit.

4. Pull coolant drain hose (Figure 4, Item 10) through door opening.
5. Remove radiator cap (Figure 4, Item 12).

NOTE

Dispose of captured coolant IAW local SOP.

6. Place a suitable container (minimum 2-gal capacity) under end of coolant drain hose (Figure 4, Item 10).

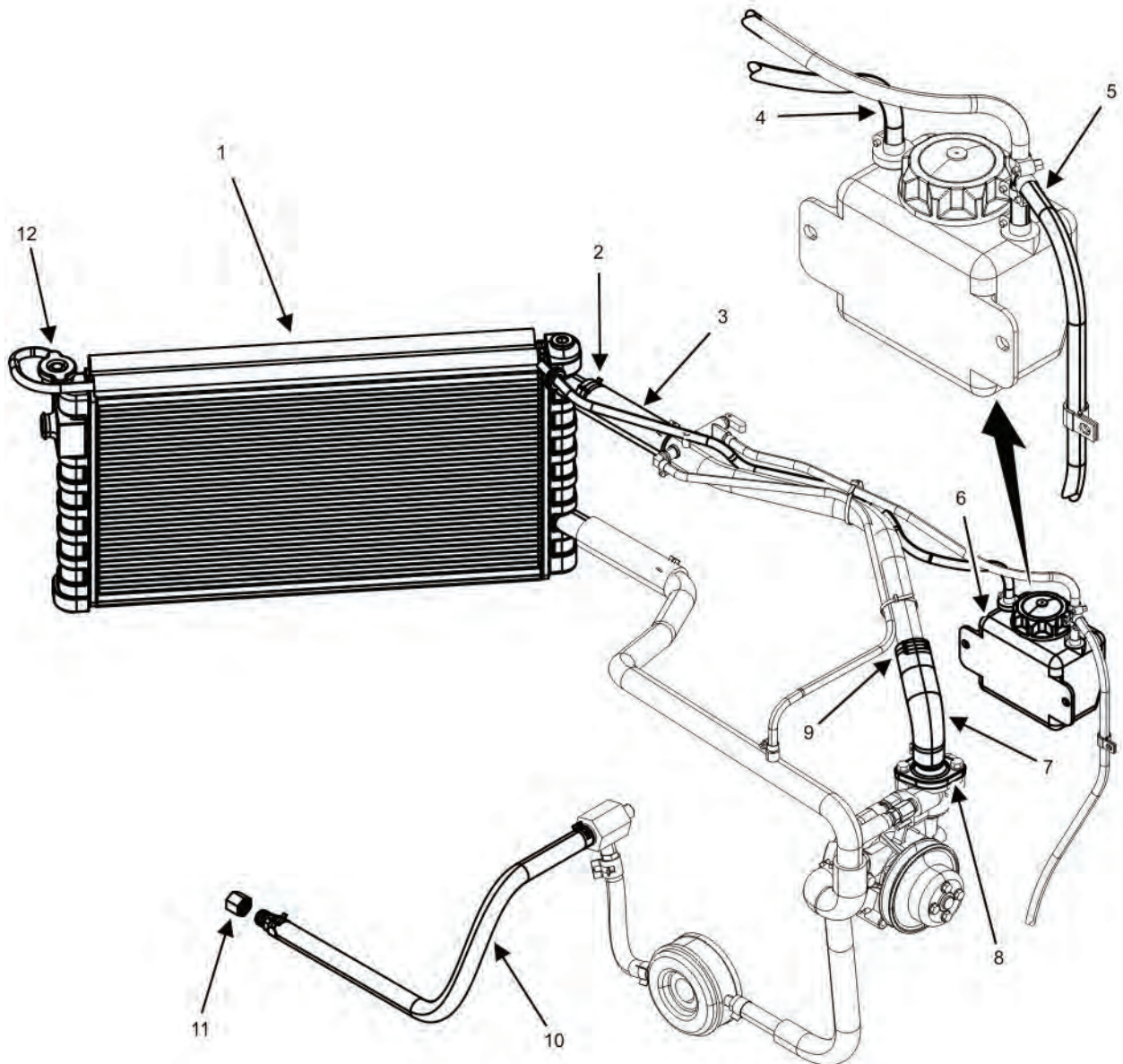


Figure 4. Cooling System.

7. Remove cap (Figure 4, Item 11) from end of coolant drain hose (Figure 4, Item 10), and allow coolant to drain into container.
8. Install cap (Figure 4, Item 11) when coolant flow has stopped running.
9. Store coolant drain hose (Figure 4, Item 10) inside right side of unit and close right-side door.
10. Place a suitable container (minimum 2-gal capacity) under upper radiator flexible hose (Figure 4, Item 3) at bulkhead.
11. Disengage clip (Figure 4, Item 2) securing upper radiator flexible hose (Figure 4, Item 3) to radiator (Figure 4, Item 1).
12. Remove upper radiator flexible hose (Figure 4, Item 3) from outlet on radiator (Figure 4, Item 1) (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).

13. Drain coolant from upper tube by bending flexible hose (Figure 4, Item 7) at thermostat housing (Figure 4, Item 8) end while holding container under open end of upper radiator flexible hose (Figure 4, Item 3).
14. Disengage clip (Figure 4, Item 9) securing flexible hose (Figure 4, Item 7) to thermostat housing (Figure 4, Item 8).
15. Remove upper radiator hose assembly (Figure 4, Items 2, 3, 7, and 9) from unit (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
16. Cap/plug openings in radiator (Figure 4, Item 1) and thermostat housing (Figure 4, Item 8) to prevent dirt and debris from entering the cooling system.
17. Remove residual coolant from flexible hose fitting on radiator (Figure 4, Item 1) with scale remover and wiping rag.
18. Inspect two flexible hoses (Figure 4, Items 3 and 7) for damage, deterioration, and/or obstruction.
19. Remove any obstructions in the flexible hoses (Figure 4, Items 3 and 7), and replace damaged flexible hoses (Figure 4, Items 3 and 7) as required.
20. Inspect clips (Figure 4, Items 2 and 9) for excessive corrosion or signs of obvious damage and replace as required.
21. Remove caps/plugs from the fittings prior to installation of hoses.
22. Install upper radiator hose assembly (Figure 4, Items 2, 3, 7, and 9) to radiator (Figure 4, Item 1) and thermostat housing (Figure 4, Item 8) (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
23. Place suitable container and wiping rag by coolant recovery bottle (Figure 4, Item 6).
24. Remove coolant recovery lines (Figure 4, Items 4 and 5) from top of coolant recovery bottle (Figure 4, Item 6) individually and drain into container (WP 0022, Remove/Install Coolant Recovery System).
25. Cap/plug openings in coolant recovery lines (Figure 4, Items 4 and 5).
26. Remove coolant recovery bottle (Figure 4, Item 6) from belt shield of generator set (WP 0022, Remove/Install Coolant Recovery System).
27. Drain coolant from coolant recovery bottle (Figure 4, Item 6).
28. Install coolant recovery bottle (Figure 4, Item 6) to belt shield (WP 0022, Remove/Install Coolant Recovery System).
29. Install coolant recovery lines (Figure 4, Items 4 and 5) to coolant recovery bottle (Figure 4, Item 6) (WP 0022, Remove/Install Coolant Recovery System).
30. Ensure coolant recovery bottle (Figure 4, Item 6) cap is secured tightly.
31. Replace radiator cap (Figure 4, Item 12) and secure tightly.
32. Complete the Clean Radiator Interior task, followed by the Fill Radiator with Engine Coolant task if radiator (Figure 4, Item 1) requires flushing.
33. Move to Fill Radiator with Engine Coolant task if radiator (Figure 4, Item 1) does not require flushing.

END OF TASK

Clean Radiator Interior**WARNING**

Engine cooling system cleaning compound MIL-C-10597F (ME) Cleaning Compound with Conditioner for Engine Cooling Systems will not be used as a routine maintenance procedure each time antifreeze is added or drained from the cooling system. The compound will be used only when necessary to clean heavily rusted or partially clogged cooling systems. Failure to comply may cause injury or death to personnel.

Engine cleaning compound MIL-C-10597F (ME) for cooling systems is designed to clean the interiors of cooling systems, to neutralize residual cleaning acids, and to coat the interiors with a silicate. Failure to comply may cause injury or death to personnel.

NOTE

The AMMPS 10 kW generator set is shipped from the factory filled with commercial-grade coolant. The color of the commercial-grade coolant may be different from the Mil-Standard coolant with which you are familiar.

The commercial-grade coolant is compatible with the Mil-Standard coolant specified in this manual. Therefore, Mil-Standard coolant may be used to top-off coolant level prior to the first maintenance interval. Commercial-grade coolant should be drained and replaced with Mil-Standard coolant as directed at the first maintenance interval.

Dispose of captured coolant IAW local SOP.

1. Drain engine coolant if not already drained. See Drain Engine Coolant task.
2. Fill radiator (Figure 4, Item 1) with proper amount of clean water IAW cooling system capacity.
3. Start generator set and run to operating temperature 200°F (93°C) (TM 9-6115-750-10).
4. Shut down generator set and allow engine to cool (TM 9-6115-750-10).
5. Drain cooling system. See Drain Engine Coolant task.
6. Fill radiator again with proper amount of clean water IAW cooling system capacity.
7. Remove radiator cap (Figure 4, Item 12).
8. Start generator set (TM 9-6115-750-10).

CAUTION

Water must be poured into radiator fill port at the same rate that it exits the system. Distilled water should be used to avoid mineral deposits in cooling system. Failure to comply will cause damage to engine.

9. Remove cap (Figure 4, Item 11) from end of coolant drain hose (Figure 4, Item 10) and allow water to drain to proper container IAW SOP while pouring fresh distilled water into the radiator filler neck (Figure 5, Item 1) at the same rate that it exits the cooling system.
10. Continue step 9 until the water being drained from the cooling system appears to be clear and free of debris.
11. Shut down generator set and allow all remaining water to drain out (TM 9-6115-750-10).
12. Fill cooling system with proper mix and level of coolant. See Fill Radiator with Engine Coolant task.

END OF TASK

Fill Radiator with Engine Coolant

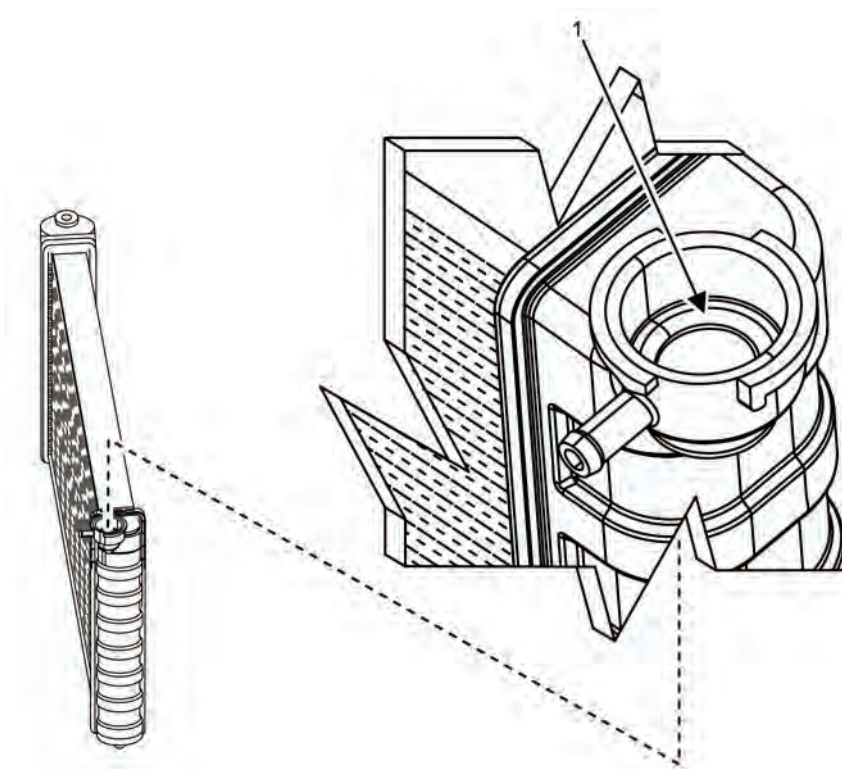


Figure 5. Radiator Fill Port.

NOTE

The AMMPS 10 kW generator set is shipped from the factory filled with commercial-grade coolant. The color of the commercial-grade coolant may be different from the Mil-Standard coolant with which you are familiar.

The commercial-grade coolant is compatible with the Mil-Standard coolant specified in this manual. Therefore, Mil-Standard coolant may be used to top-off coolant level prior to the first maintenance interval. Commercial-grade coolant should be drained and replaced with Mil-Standard coolant as directed at the first maintenance interval.

1. Remove radiator cap (Figure 4, Item 12) from radiator (Figure 4, Item 1).
2. Remove coolant recovery bottle (Figure 4, Item 6) cap.

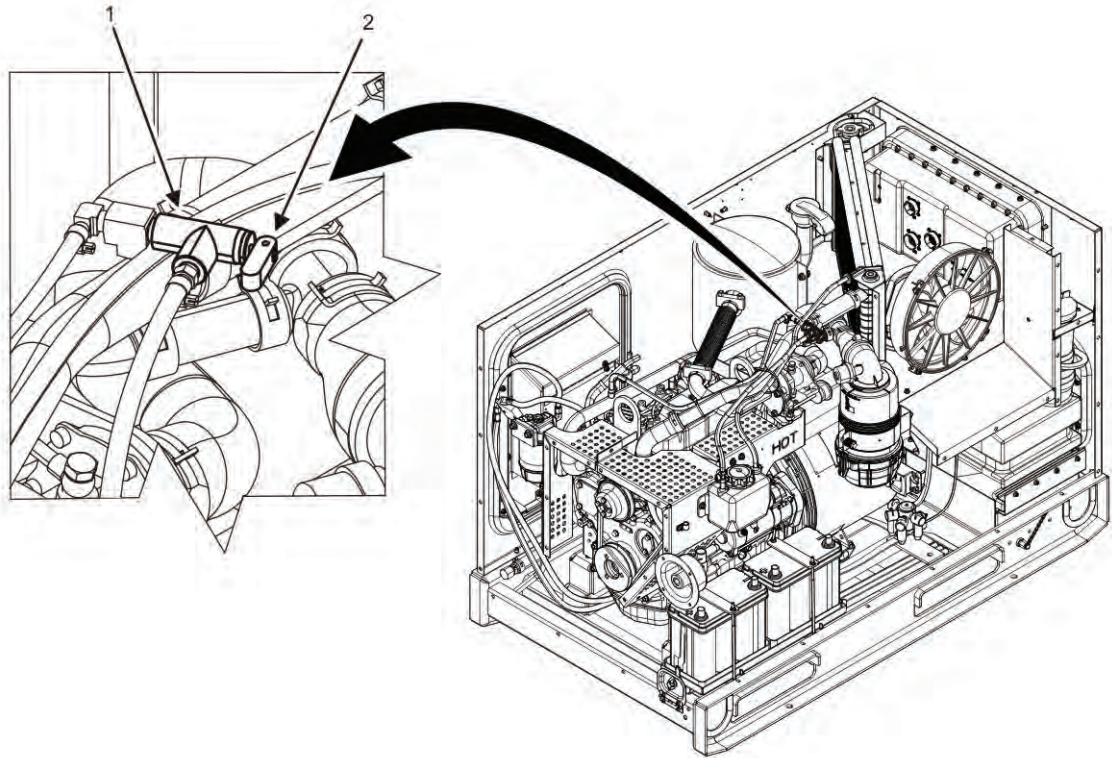


Figure 6. Pressure Relief Valve.

3. Open pressure relief valve (Figure 6, Item 1) on upper radiator hose assembly by lifting the relief valve lever (Figure 6, Item 2) 90 degrees from position shown.
4. Add coolant until the level reaches the LOW level mark on the coolant overflow bottle (Figure 4, Item 6).

NOTE

Coolant must be poured slowly into the radiator (Figure 4, Item 1) to allow trapped air to escape.

5. Fill radiator (Figure 4, Item 1) with mixture of clean water and engine coolant (WP 0089, Lubrication Instructions) until coolant level reaches the narrow opening at the bottom of filler neck (Figure 5, Item 1).

CAUTION

Radiator cap (Figure 4, Item 12) must be closed securely. If cap (Figure 4, Item 12) is loose or improperly closed, coolant may leak, causing engine to overheat. Failure to comply may cause damage to equipment.

6. Install radiator cap (Figure 4, Item 12).
7. Install coolant recovery bottle (Figure 4, Item 6) cap.
8. Return the relief valve lever (Figure 6, Item 2) to original position as shown in Figure 6.
9. Install top body panel (WP 0028, Remove/Install Top Body Panel).
10. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
11. Close generator set doors.
12. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).

NOTE

Operating the engine will reveal any leaks in the coolant recovery lines.

13. Start engine and check for proper operation (TM 9-6115-750-10).
14. Check for leaks at all coolant hose fittings.
15. Turn engine control switch OFF (TM 9-6115-750-10).
16. Allow engine to cool.
17. Check coolant level (TM 9-6115-750-10) and add coolant as required. See Fill Radiator with Engine Coolant task.

NOTE

Dispose of captured coolant IAW local SOP.

18. Close generator set doors.
19. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
20. Start engine and check for proper operation (TM 9-6115-750-10).
21. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
22. Inspect cooling system for leaks.
23. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL COOLANT RECOVERY SYSTEM

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/parts

Hose, nonmetallic (WP 0110, Repair Parts List, Figure 10, Item 14)

Hose, nonmetallic (WP 0110, Figure 10, Item 16)

Hose, nonmetallic (2) (WP 0110, Figure 10, Item 22)

Tank, coolant (WP 0110, Figure 10, Item 17)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Rag, wiping (3) (WP 0163, Item 32)

Strap, tie-down (WP 0163, Item 35)

Personnel Required

91D (1)

Assistant (1)

References

WP 0021, Service Cooling System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

REMOVE/INSTALL COOLANT RECOVERY SYSTEM
WARNING

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

Remove Coolant Recovery System

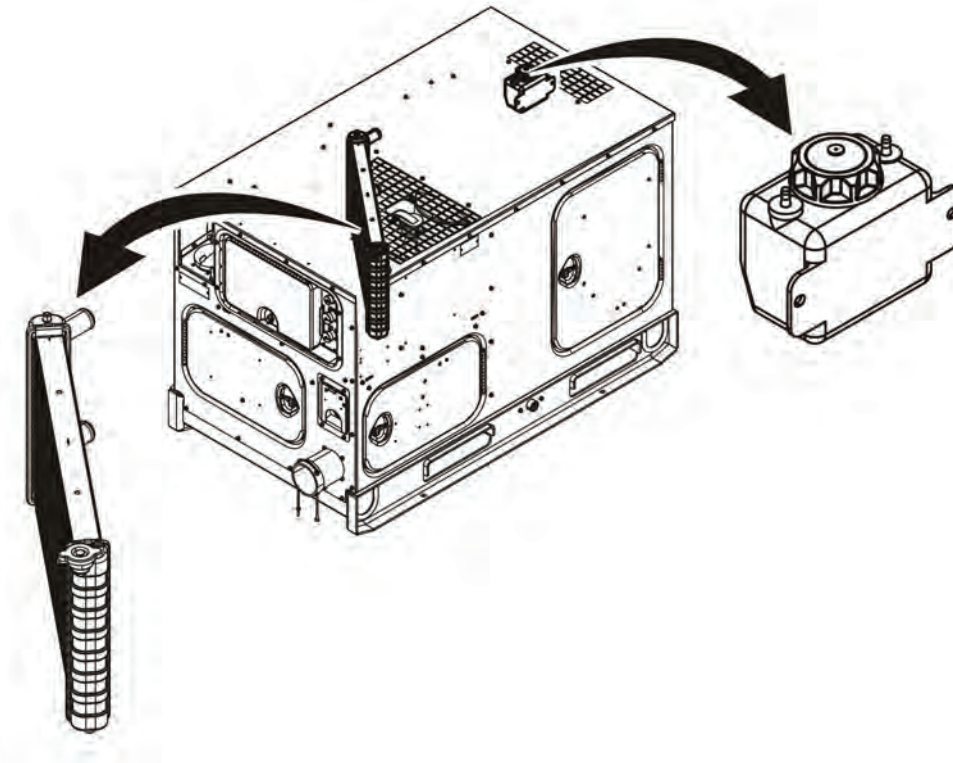


Figure 1. Coolant Recovery System — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate radiator and coolant tank (Figure 1).
3. Place wiping rag over radiator cap (Figure 2, Item 14).
4. Turn radiator cap (Figure 2, Item 14) gently counterclockwise to first click to relieve residual pressure in cooling system.
5. Turn radiator cap (Figure 2, Item 14) counterclockwise to second click after pressure is relieved.
6. Remove radiator cap (Figure 2, Item 14) and cover radiator fill opening.
7. Inspect radiator cap (Figure 2, Item 14) for damage or cracked gasket, and replace as required.

NOTE

The long coolant recovery hose/line goes to the fitting closest to left-side body panel door.

The short coolant recovery hose/line goes to the fitting located toward the front of the side panel door.

Cap/plug all open coolant lines/fittings to prevent dirt and debris from entering the cooling system.

Dispose of captured coolant IAW local SOP.

8. Cut wire ties securing coolant recovery hoses (Figure 2, Items 2 and 3) to radiator tubes.

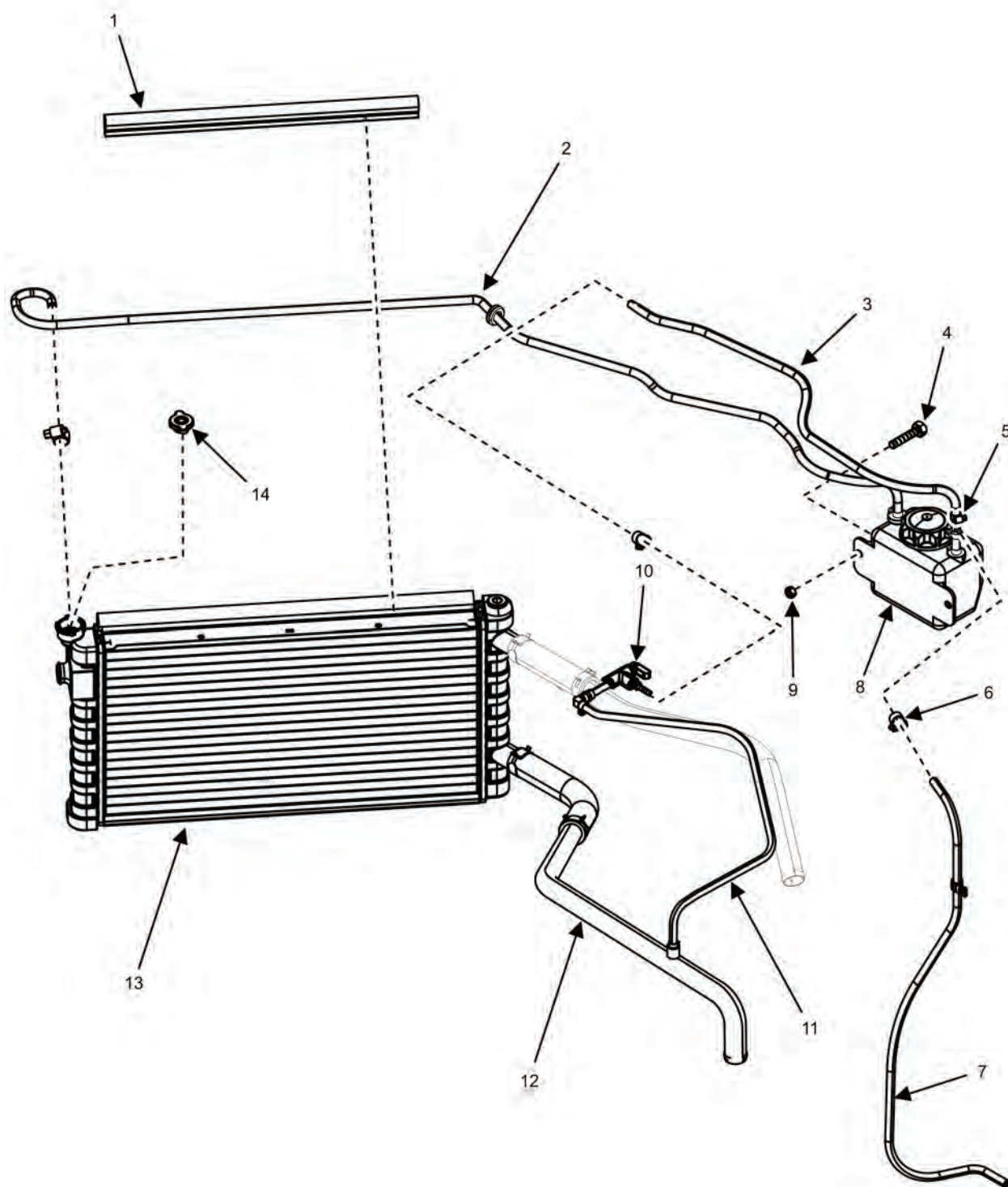


Figure 2. Coolant Recovery System.

9. Loosen clamp (Figure 2, Item 6) and remove coolant recovery drain hose (Figure 2, Item 7) from hose splitter (Figure 2, Item 5).

10. Loosen clamps (Figure 2, Item 6) and remove two coolant recovery hoses (Figure 2, Items 2 and 3) from fittings on top of coolant tank (Figure 2, Item 8).
11. Remove two flange screws (Figure 2, Item 4) and two nuts (Figure 2, Item 9) securing coolant tank (Figure 2, Item 8) to engine belt shield.
12. Remove coolant tank (Figure 2, Item 8) from unit.
13. Remove long coolant recovery hose (Figure 2, Item 2) from hose fitting at radiator (Figure 2, Item 13) fill port.
14. Remove rubber edge seal (Figure 2, Item 1) containing long coolant recovery hose (Figure 2, Item 2) from top of radiator (Figure 2, Item 13) and extract long coolant recovery hose (Figure 2, Item 2) from inside rubber edge seal (Figure 2, Item 1).
15. Extract long coolant recovery hose (Figure 2, Item 2) by feeding long coolant recovery hose (Figure 2, Item 2) through opening in bulkhead panel.
16. Inspect long coolant recovery hose (Figure 2, Item 2) for damage and replace as required.
17. Loosen and remove hose clamps (Figure 2, Item 6) connecting pressure equalization hose (Figure 2, Item 11) to in-line fitting on pressure relief valve (Figure 2, Item 10) and fitting on lower radiator tube (Figure 2, Item 12).
18. Remove pressure equalization hose (Figure 2, Item 11) from unit and place on a suitable work surface.
19. Inspect pressure equalization hose (Figure 2, Item 11) for damage and replace as required.
20. Loosen and remove hose clamp (Figure 2, Item 6) securing short coolant recovery hose (Figure 2, Item 3) to pressure relief valve (Figure 2, Item 10).
21. Remove short coolant recovery hose (Figure 2, Item 3) from unit and place on a suitable work surface.
22. Inspect short coolant recovery hose (Figure 2, Item 3) for damage and replace as required.
23. Inspect hose clamps (Figure 2, Item 6) for damage and replace as required.
24. Inspect coolant tank (Figure 2, Item 8) for damage and replace as required.

END OF TASK

Install Coolant Recovery System

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation.

1. Position coolant tank (Figure 2, Item 8) to its mounting location on engine belt shield.
2. Secure coolant tank (Figure 2, Item 8) to engine belt shield by installing two flange screws (Figure 2, Item 4) and nuts (Figure 2, Item 9). Torque to 18 – 21 ft/lb (24 – 29 Nm).
3. Install coolant recovery hoses (Figure 2, Item 2 and Item 3) to fittings on top of coolant tank (Figure 2, Item 8).
4. Position and tighten hose clamps (Figure 2, Item 6) to secure coolant recovery hoses (Figure 2, Items 2 and 3) to coolant tank (Figure 2, Item 8).
5. Install coolant recovery drain hose (Figure 2, Item 7) to hose splitter (Figure 2, Item 5).
6. Position and tighten hose clamp (Figure 2, Item 6) to secure coolant recovery drain hose (Figure 2, Item 7) to hose splitter (Figure 2, Item 5).

NOTE

Remove all caps/plugs from coolant lines prior to installation.

7. Insert free end of long recovery hose (Figure 2, Item 2) through bulkhead beside upper radiator hose and carefully pull hose through.
8. Place end of long recovery hose (Figure 2, Item 2) inside rubber edge seal (Figure 2, Item 1) from top of radiator (Figure 2, Item 13) and feed long recovery hose (Figure 2, Item 2) inside through opening in seal.
9. Lubricate recovery hose fitting on radiator filler neck with coolant to facilitate future removal.
10. Attach long coolant recovery hose (Figure 2, Item 2) to hose fitting on radiator (Figure 2, Item 13) filler neck.
11. Position and tighten hose clamp (Figure 2, Item 6) to secure long coolant recovery hose (Figure 2, Item 2) to radiator (Figure 2, Item 13).
12. Attach rubber edge seal (Figure 2, Item 1) to top of radiator (Figure 2, Item 13), being careful not to damage long coolant recovery hose (Figure 2, Item 2).
13. Install free end of short recovery hose (Figure 2, Item 3) to pressure relief valve (Figure 2, Item 10) on upper radiator tube.
14. Position and tighten hose clamp (Figure 2, Item 6) to secure short recovery hose (Figure 2, Item 3) to upper pressure relief valve (Figure 2, Item 10).
15. Install pressure equalization hose (Figure 2, Item 11) to in-line fitting on pressure relief valve (Figure 2, Item 10) and fitting on lower radiator tube (Figure 2, Item 12).
16. Position and tighten hose clamps (Figure 2, Item 6) to secure pressure equalization hose (Figure 2, Item 11) to in-line fitting on pressure relief valve (Figure 2, Item 10).
17. Secure hoses to tubes with wire ties.
18. Fill cooling system (WP 0021, Service Cooling System).
19. Ensure radiator cap (Figure 2, Item 14) is secure.
20. Ensure lid on coolant tank (Figure 2, Item 8) is secure.
21. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
22. Close generator set doors.
23. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).

NOTE

Running the engine will reveal any leaks in the coolant recovery lines.

24. Start engine and run until fan cycles on and off two times.
25. Open access doors and check for leaks at all coolant hose fittings.
26. Observe DCS for coolant temperature to ensure proper cycling of thermostat (TM 9-6115-750-10).
27. Turn engine control switch to OFF (TM 9-6115-750-10).
28. Allow engine to cool.

NOTE

Dispose of captured coolant IAW local SOP.

29. Check coolant level and add coolant as required (WP 0021, Service Cooling System).

30. Close generator set doors.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL COOLING FAN

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Fan, engine cooling (WP 0110, Repair Parts List, Figure 10, Item 48)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

REMOVE/INSTALL COOLING FAN**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Cooling fan has sharp blades. Use caution and wear gloves when removing or installing fans. Failure to comply may cause injury or death to personnel.

Remove Cooling Fan

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fan (Figure 1).

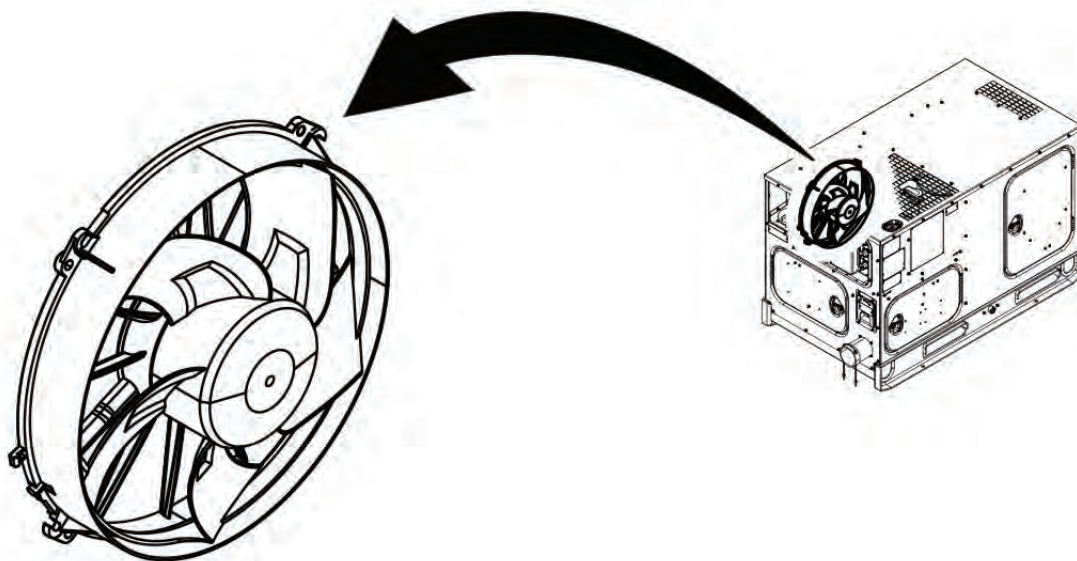


Figure 1. Cooling Fan — Location.

3. Disconnect cooling fan electrical lead (Figure 2, Item 5) from unit wiring harness at connector.
4. Remove four hex socket head screws (Figure 2, Item 3) and four flange nuts (Figure 2, Item 1) securing cooling fan (Figure 2, Item 4) to fan support panel (Figure 2, Item 2).
5. Remove cooling fan (Figure 2, Item 4) from unit and place on a suitable work surface.
6. Remove dirt and debris from surface of cooling fan.

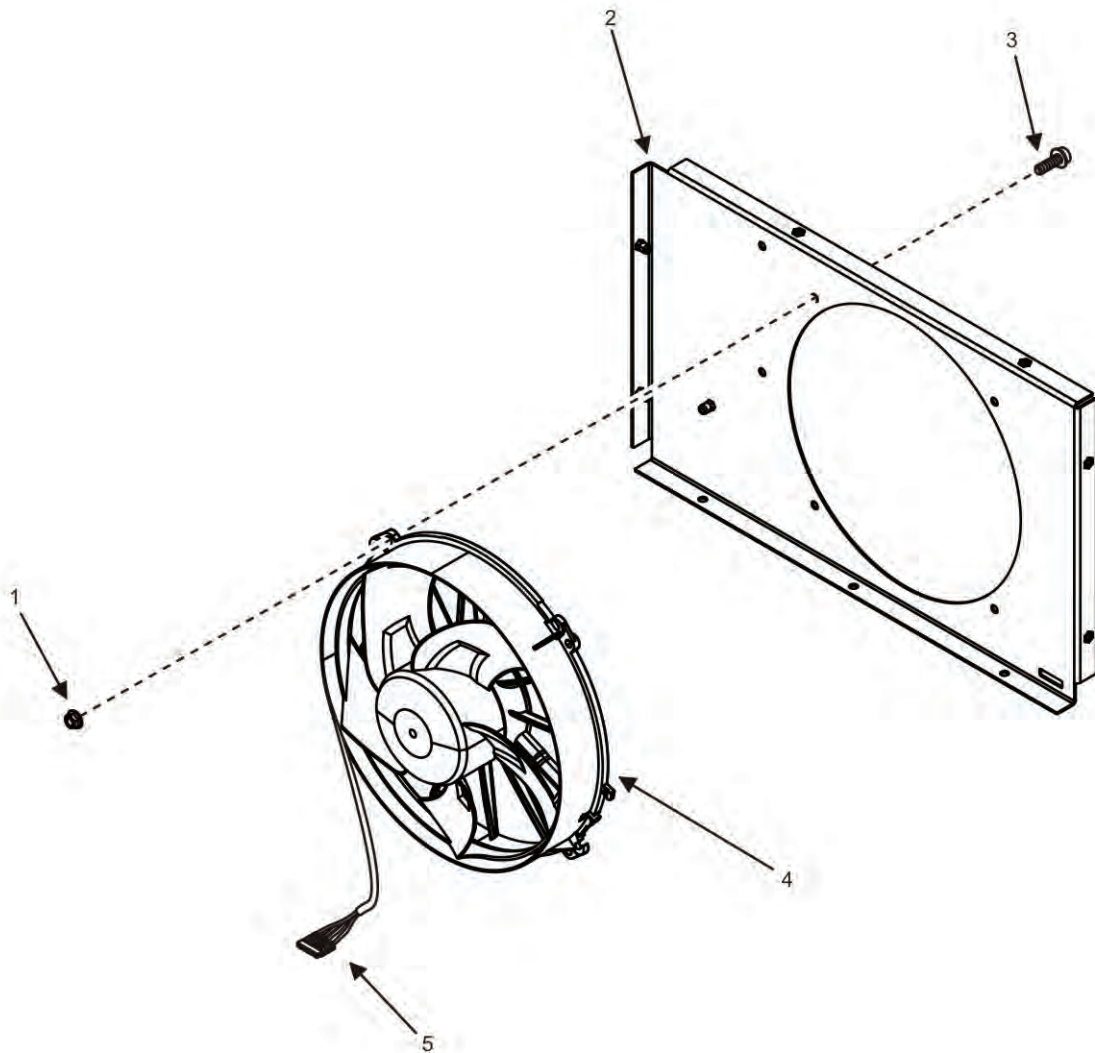


Figure 2. Cooling Fan — Details.

END OF TASK

Inspect Cooling Fan

1. Inspect cooling fan (Figure 2, Item 4) for damage to fan guard and fan blades, and replace cooling fan (Figure 2, Item 4) as required.
2. Inspect electrical lead (Figure 2, Item 5) for cracked insulation, broken wires, or other signs of obvious damage, and replace fan as required.
3. Inspect fan support panel (Figure 2, Item 2) for excessive corrosion or other damage, and replace as required.
4. Inspect mounting hardware for excessive corrosion or damage and replace as required.

END OF TASK

Install Cooling Fan

1. Position cooling fan (Figure 2, Item 4) on fan support panel (Figure 2, Item 2).
2. Align cooling fan mounting holes with mounting holes in fan support panel (Figure 2, Item 2).
3. Secure cooling fan (Figure 2, Item 4) to unit fan support panel (Figure 2, Item 2) with four hex socket head screws (Figure 2, Item 3) and four flange nuts (Figure 2, Item 1) in a cross pattern with a torque value of 89 – 106 in/lb (10 – 12 Nm).
4. Connect cooling fan electrical lead (Figure 2, Item 5) to unit wiring harness at connector.
5. Install top panel (WP 0028, Remove/Install Top Body Panel).
6. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
7. Close left-side door.
8. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
9. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
10. Allow cooling fan to cycle on and off through two cycles to check for proper operation, and repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL RADIATOR HOSE AND TUBE ASSEMBLIES

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Hose, coolant (WP 0110, Repair Parts List, Figure 10, Item 33)

Hose, nonmetallic (WP 0110, Figure 10, Item 24)

Hose, nonmetallic (WP 0110, Figure 10, Item 26)

Hose, nonmetallic (WP 0110, Figure 10, Item 27)

Tube, water, lower (WP 0110, Figure 10, Item 29)

Tube, water, upper (WP 0110, Figure 10, Item 25)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, engine cooling system (WP 0163, Item 10)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Rag, wiping (2) (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Strap, tie-down (WP 0163, Item 35)

Personnel Required

91D (1)

Assistant (1)

References

WP 0027, Remove/Install Radiator Assembly

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Coolant drained (WP 0021, Service Cooling System)

Remove Front Access Panel (WP 0029, Remove/Install Front Body Panel)

REMOVE/INSTALL RADIATOR HOSE AND TUBE ASSEMBLIES**WARNING**

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

Remove Upper Radiator Hose Assembly

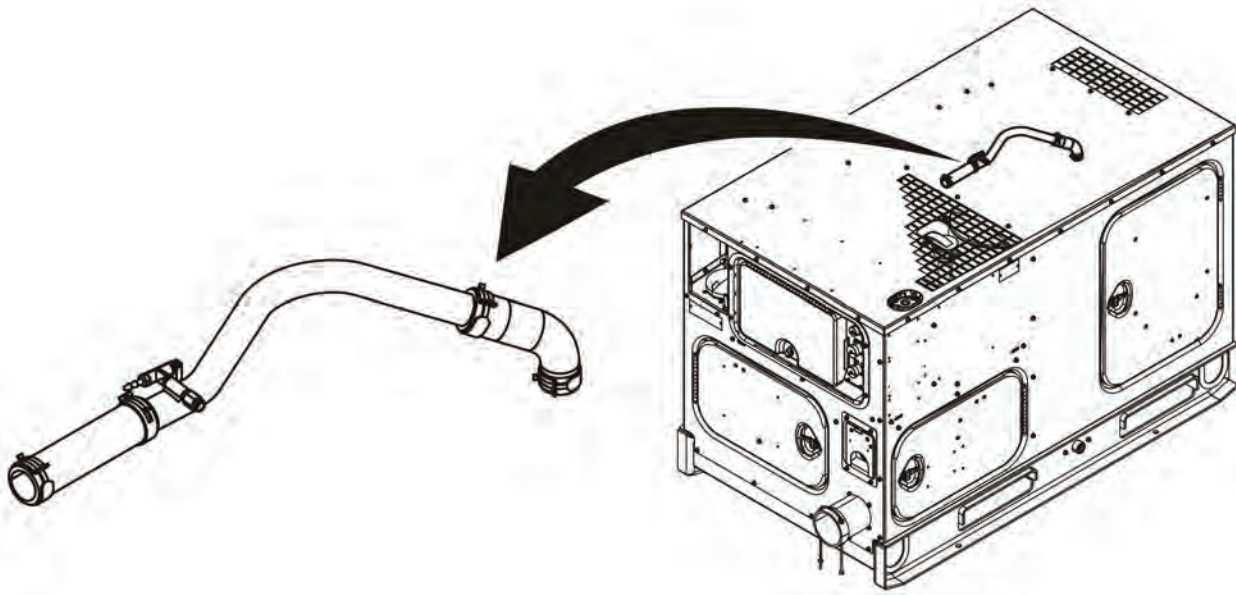


Figure 1. Upper Radiator Hose Assembly — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate upper radiator hose assembly (Figure 1).

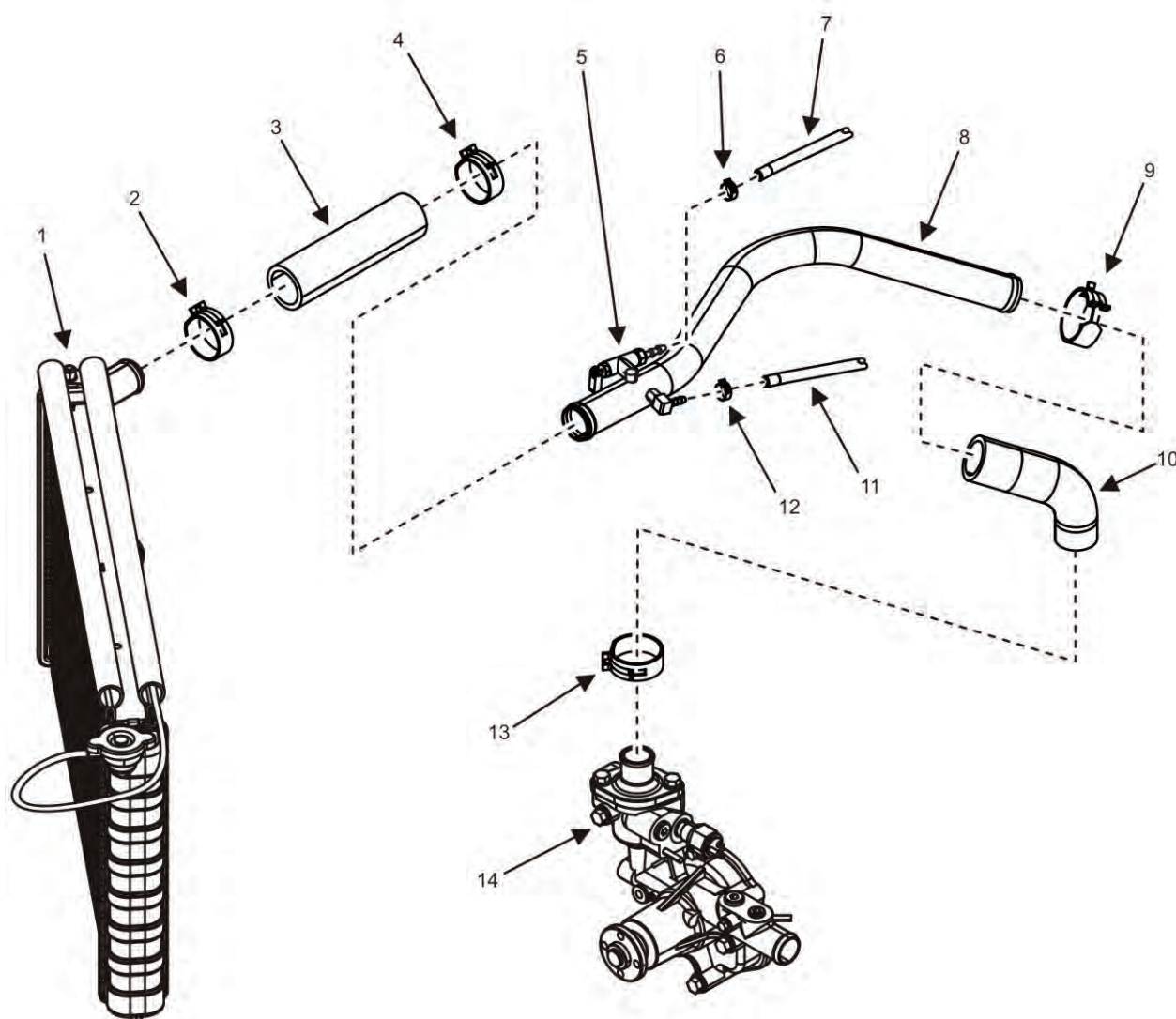


Figure 2. Upper Radiator Hose Assembly.

NOTE

Place a suitable container and or rags under upper radiator hose assembly (Figure 1) to capture residual coolant when components are removed.

To prevent contamination from entering the cooling system, cap/plug all open coolant hoses, tubes and ports. This also limits spillage of residual coolant as components are removed.

3. Loosen hose clamps (Figure 2, Items 6 and 12) and remove hoses (Figure 2, Items 7 and 11) from fittings at pressure equalizing valve (Figure 2, Item 5) on upper radiator tube (Figure 2, Item 8).
4. Loosen hose clip (Figure 2, Item 13) and remove hose (Figure 2, Item 10) from thermostat housing (Figure 2, Item 14).
5. Loosen hose clip (Figure 2, Item 2) and remove hose (Figure 2, Item 3) from upper port of radiator (Figure 2, Item 1).
6. Remove upper radiator hose assembly (Figure 1) from generator set and place on a suitable work surface.

7. Remove two hose clips (Figure 2, Items 2 and 4) and hose (Figure 2, Item 3) from upper radiator tube (Figure 2, Item 5).
8. Remove two hose clips (Figure 2, Item 9 and 13) and hose (Figure 2, Item 10) from upper radiator tube (Figure 2, Item 5).
9. Remove pressure equalizing valve (Figure 2, Item 5), fitting, and plug from upper radiator tube (Figure 2, Item 8).
10. Dispose of captured coolant and soiled rags IAW local SOP.

END OF TASK

Inspect Upper Radiator Hose Assembly

1. Inspect hose clips (Figure 2, Items 2, 4, 9, and 13) and hose clamps (Figure 2, Items 6 and 12) for cracks, excessive corrosion, or other signs of obvious damage, and repair or replace as required.
2. Inspect hoses (Figure 2, Items 3 and 10) for firmness, cracks, wear, or other signs of obvious damage, and repair or replace as required.
3. Remove any scale from all hose ends with scale-removing compound and wiping rag prior to installation.
4. Inspect upper radiator tube (Figure 2, Item 8) for cracks, damage, or excessive corrosion, and replace as required.
5. Inspect upper port of radiator (Figure 2, Item 1) for damage and corrosion. Replace radiator (Figure 2, Item 1) if damage or corrosion are found (WP 0027, Remove/Install Radiator Assembly).

END OF TASK

Install Upper Radiator Hose Assembly

1. Wipe down all hoses, tubes, hose clamps and, hose clips prior to installation.
2. Remove all caps/plugs prior to installation.
3. Remove any scale from all hoses using scale removing compound and wiping rags.
4. Apply a thin film of coolant to the inside of all hose ends prior to installation.
5. Install hose (Figure 2, Item 3) and two hose clips (Figure 2, Items 2 and 4) to radiator end of upper radiator tube (Figure 2, Item 8).
6. Install hose (Figure 2, Item 10) and two hose clips (Figure 2, Items 9 and 13) to thermostat housing end of upper radiator tube (Figure 2, Item 8).
7. Install pressure equalizing valve (Figure 2, Item 5), fitting, and plug from upper radiator tube (Figure 2, Item 8).
8. Position upper radiator hose assembly (Figure 1) to its mounting location in generator set and secure by installing hose (Figure 2, Item 3) to upper port of radiator (Figure 2, Item 1), and hose (Figure 2, Item 10) to thermostat housing (Figure 2, Item 14). Secure by installing hose clips (Figure 2, Items 2, 4, 9, and 13) to their final locations.

CAUTION

Do not over-tighten hose clamps. Over-tightening hose clamps may cause hoses to crack and leak. Failure to comply may cause damage to equipment.

9. Install hoses (Figure 2, Item 7 and 11) to pressure equalization valve (Figure 2, Item 5) and secure by tightening hose clamps (Figure 2, Items 6 and 12).
10. Fill radiator with engine coolant (WP 0021, Service Cooling System).

11. Install front access panel (WP 0029, Remove/Install Front Body Panel).
12. Install top body panel (WP 0028, Remove/Install Top Body Panel).
13. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
14. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
15. Start engine and check for coolant leaks and proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
16. Repair as required.

END OF TASK

Remove Lower Radiator Hose Assembly

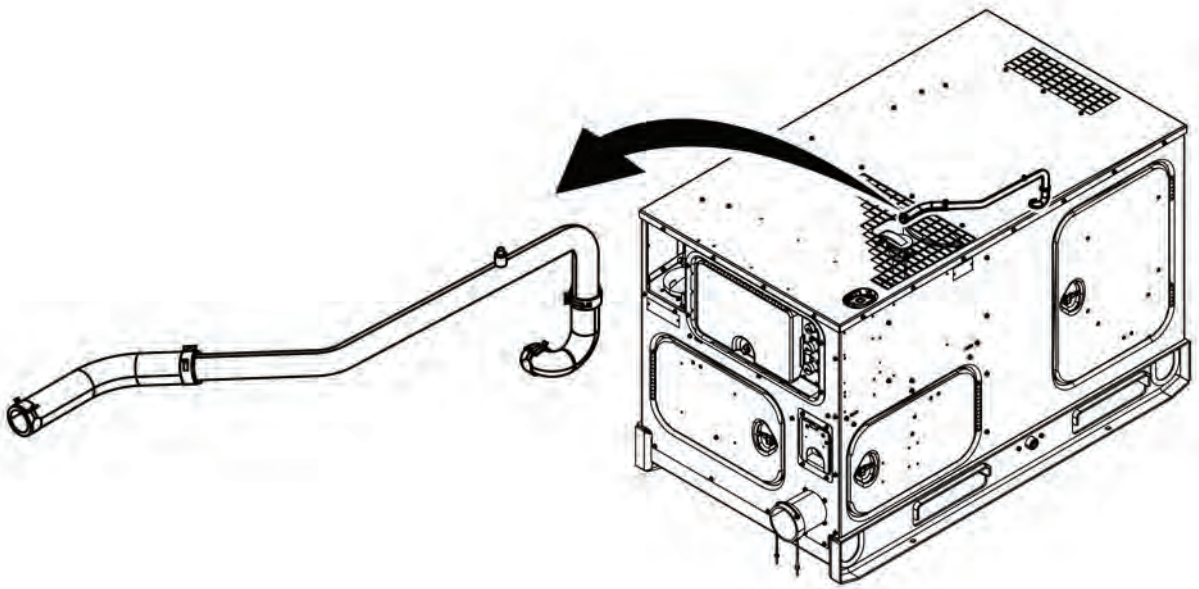


Figure 3. Lower Radiator Hose Assembly — Location.

1. Ensure equipment conditions are met in order presented in initial set up.
2. Lower radiator hose assembly (Figure 3).

NOTE

Place a suitable container and or rags under lower radiator hose assembly (Figure 3) to capture residual coolant when components are removed.

To prevent contamination from entering the cooling system, cap/plug all open coolant hoses, tubes and ports. This also limits spillage of residual coolant as components are removed.

3. To prevent contamination from entering the cooling system, cap/plug all open coolant hoses, tubes and ports. This also limits spillage of residual coolant as components are removed.
4. Loosen clamp (Figure 4, Item 6) and remove hose (Figure 4, Item 7) from fitting on lower radiator tube (Figure 4, Item 5)
5. Loosen hose clip (Figure 4, Item 2) and remove hose (Figure 4, Item 3) from lower port of radiator (Figure 4, Item 1).

6. Loosen hose clip (Figure 4, Item 11) and remove hose (Figure 4, Item 10) from water pump (Figure 4, Item 8).
7. Remove lower radiator hose assembly (Figure 3) from generator set and place on a suitable work surface.
8. Remove two hose clips (Figure 4, Items 2 and 4) and hose (Figure 4, Item 3) from lower radiator tube (Figure 4, Item 5).
9. Remove two hose clips (Figure 4, Items 9 and 11) and hose (Figure 4, Item 10) from lower radiator tube (Figure 4, Item 5).
10. Loosen both clamp (Figure 4, Item 12) nuts and slide clamp (Figure 4, Item 12) off of lower radiator tube (Figure 4, Item 5).
11. Inspect clamp (Figure 4, Item 12) for damage and replace as required.

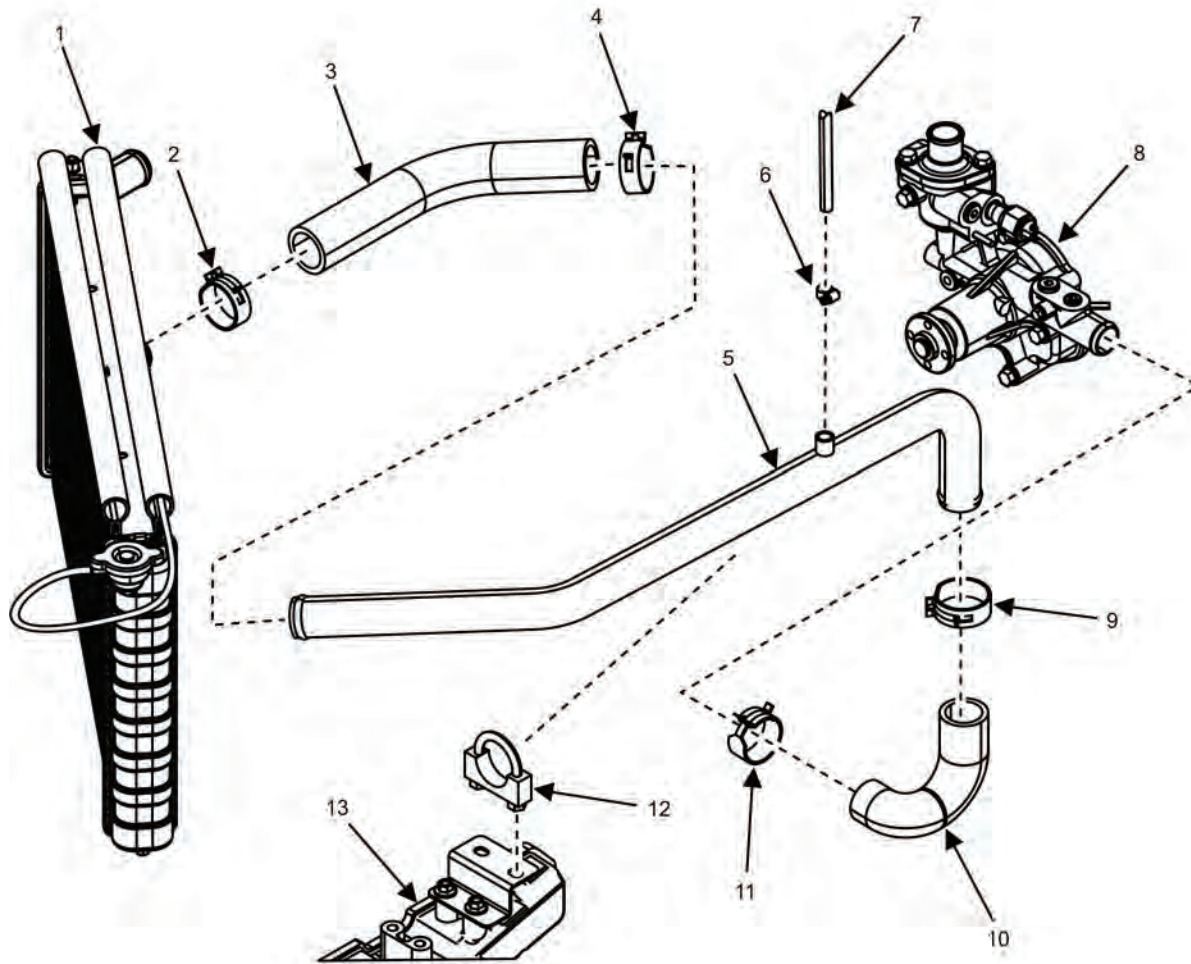


Figure 4. Lower Radiator Hose Assembly.

12. Dispose of captured coolant and soiled rags IAW local SOP.

END OF TASK

Inspect Lower Radiator Hose Assembly

1. Inspect all hose clips (Figure 4, Items 2, 4, 9, and 11) and hose clamp (Figure 4, Item 6) for cracks, excessive corrosion, or other signs of obvious damage, and repair or replace as required.
2. Inspect hoses (Figure 4, Items 3 and 10) for firmness, cracks, wear, or other signs of obvious damage, and repair or replace as required.
3. Remove any scale from all hose ends with scale-removing compound and wiping rag prior to installation.
4. Inspect lower radiator tube (Figure 4, Item 5) for cracks, damage, or excessive corrosion, and replace as required.
5. Inspect lower port of radiator (Figure 4, Item 1) for damage and corrosion. Replace radiator (Figure 4, Item 1) if damage or corrosion are found (WP 0027, Remove/Install Radiator Assembly).

END OF TASK**Install Lower Radiator Hose Assembly**

1. Wipe down all hoses, tubes, hose clamps and, hose clips prior to installation.
2. Remove all caps/plugs prior to installation.
3. Remove any scale from all hoses using scale removing compound and wiping rags.
4. Apply a thin film of coolant to the inside of all hose ends prior to installation.
5. Slide clamp (Figure 4, Item 12) onto lower radiator tube (Figure 4, Item 5). Finger-tighten nuts so clamp (Figure 4, Item 12) is free to move around lower radiator tube (Figure 4, Item 5).
6. Install hose (Figure 4, Item 3) and two hose clips (Figure 4, Items 2 and 4) to radiator end of lower radiator tube (Figure 4, Item 5).
7. Install hose (Figure 4, Item 10) and two hose clips (Figure 4, Items 9 and 11) to water pump end of lower radiator tube (Figure 4, Item 5).
8. Position upper radiator hose assembly (Figure 3) to its mounting location in generator set and secure by installing hose (Figure 4, Item 2) to lower port of radiator (Figure 4, Item 1), and hose (Figure 4, Item 10) to water pump (Figure 4, Item 8). Secure by installing hose clips (Figure 4, Items 2, 4, 9, and 11) to their final locations.

CAUTION

Do not over-tighten hose clamps. Over-tightening hose clamps may cause hoses to crack and leak. Failure to comply may cause damage to equipment.

9. Position clamp (Figure 4, Item 12) to rest on bracket attached to intake manifold (Figure 4, Item 13). Tighten nuts on clamp (Figure 4, Item 12).
10. Install hose (Figure 4, Item 6) to fitting on lower radiator tube (Figure 4, Item 5).
11. Fill radiator with engine coolant (WP 0021, Service Cooling System).
12. Install front access panel (WP 0029, Remove/Install Front Body Panel).
13. Install top body panel (WP 0028, Remove/Install Top Body Panel).
14. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).

-
15. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
 16. Start engine and check for coolant leaks and proper operation.
 17. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
 18. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL WINTERIZATION KIT COMPONENTS

INITIAL SETUP:**Test Equipment**

Beaker, Laboratory (1) (WP 0162, Table 2, Item 7)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Heater (1) (WP 0155, Repair Parts List, Figure 55, Item 2)

Pump, fuel (1) (WP 0155, Figure 55, Item 24)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Fuel, diesel (WP 0163, Item 20)

Pan, drain (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

References

WP 0032, Remove/Install Right-Side Body Panel

WP 0036, Remove/Install Batteries

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

REMOVE/INSTALL WINTERIZATION KIT COMPONENTS**WARNING**

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Failure to comply may cause injury or death to personnel.

WARNING

When operating, winterization kit has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow winterization kit to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

NOTE

Winterization kit is optional for AMMPS. This WP instructs how to test, remove, and install winterization kit components to an AMMPS unit that is already equipped with a kit.

Test Winterization Kit Fuel Flow

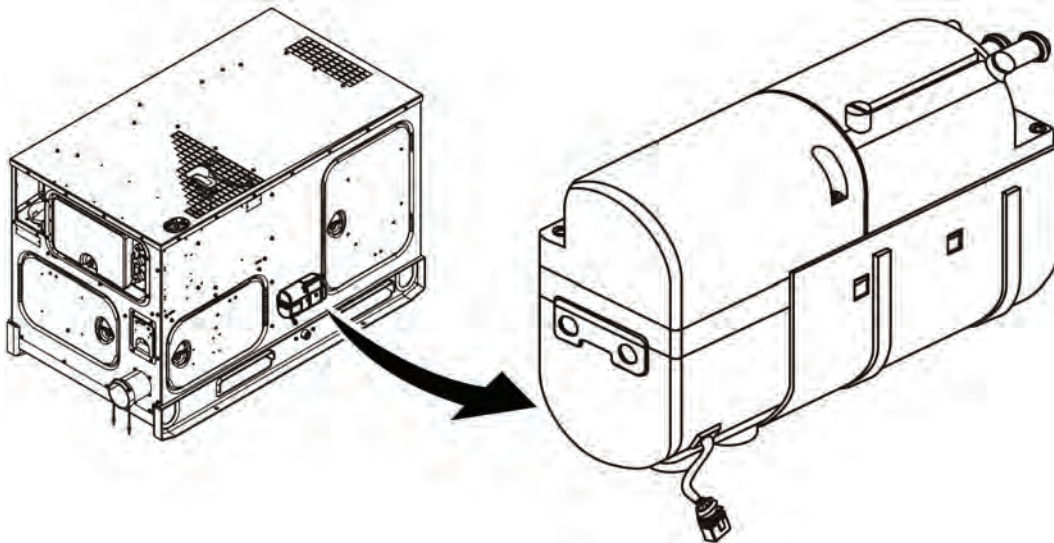


Figure 1. Coolant Heater — Location.

1. Locate coolant heater (Figure 1) attached to generator set.
2. Place drip pan under winterization kit (Figure 2, Items 1 through 4) to catch spills.
3. Loosen clamp (Figure 2, Item 3) and remove fuel line (Figure 2, Item 2) from fuel inlet port (Figure 2, Item 4) on coolant heater (Figure 2, Item 1).

NOTE

Capture and dispose of spilled fuel and coolant IAW local SOP.

4. Place open fuel line (Figure 3, Item 4) into graduated cylinder (Figure 3, Item 3).
5. Run winterization test through DCS (TM 9-6115-750-10).
 - a. Move engine control switch to PRIME & RUN (TM 9-6115-750-10).
 - b. Listen for fuel injector pump to complete priming cycle before proceeding.
 - c. Press [ADJUSTMENTS] button (TM 9-6115-750-10).
 - d. Press [NEXT] button (TM 9-6115-750-10) until winterization kit test is highlighted.
 - e. Press [SELECT] button (TM 9-6115-750-10) to highlight [Start Test].
 - f. Press [ACCEPT] button (TM 9-6115-750-10).

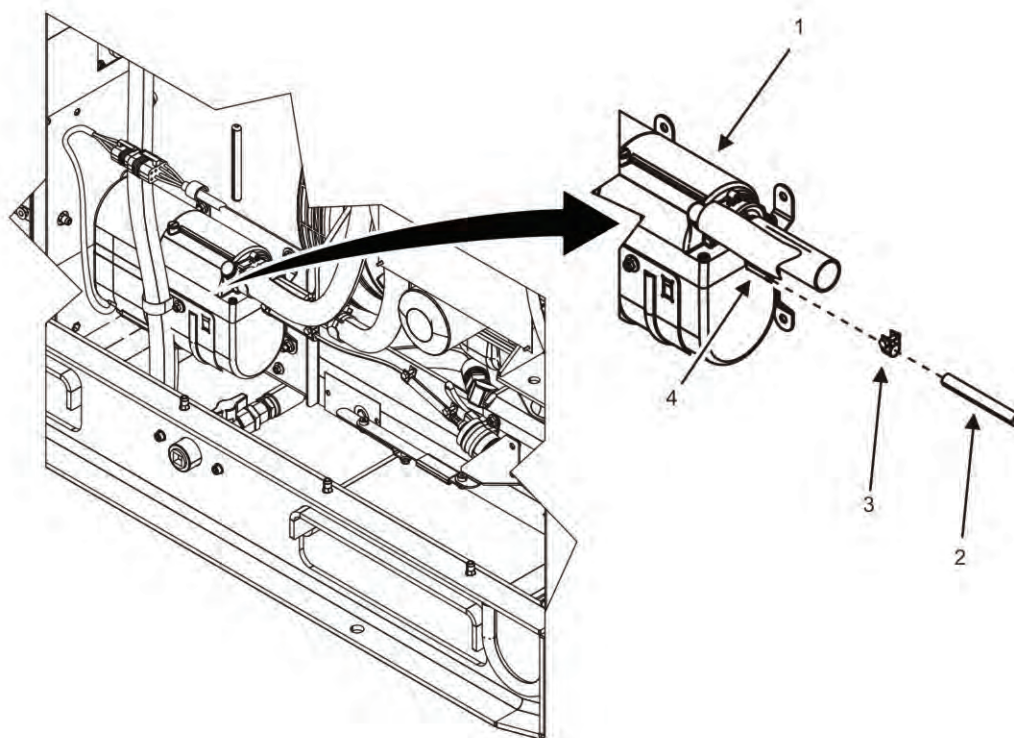


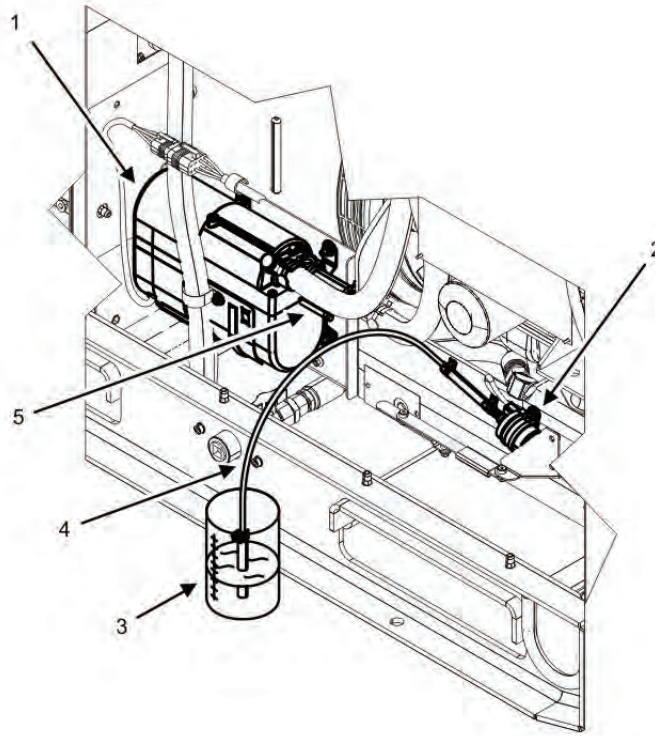
Figure 2. Coolant Heater, Hoses and Fuel Line.

6. Allow fuel to flow into graduated cylinder (Figure 3, Item 3) until flow is uniform (approximately 40 sec).
7. Stop winterization test.
 - a. Observe winterization test is highlighted.
 - b. Press [SELECT] button (TM 9-6115-750-10) to highlight [Stop Test].
 - c. Press [ACCEPT] button (TM 9-6115-750-10).

NOTE

Capture and dispose of spilled fuel and coolant IAW local SOP.

8. Empty captured fuel from graduated cylinder (Figure 3, Item 3) into a suitable container for disposal.
9. Place open fuel line (Figure 3, Item 4) back into graduated cylinder (Figure 3, Item 3).
10. Repeat step 5 to run winterization test through DCS (TM 9-6115-750-10).
11. Allow fuel to flow into graduated cylinder (Figure 3, Item 3) for 90 sec.
12. Repeat step 7 to stop winterization test.
13. Check volume of fuel captured in graduated cylinder during 90-sec test.
 - a. If measured fuel flow is less than 7.5 cm^3 (0.25 ounces), follow the directions in this WP to inspect the winterization kit. See Inspect Winterization Kit task. If no clogs or leaks are found, follow instructions in this WP to replace winterization kit fuel pump (Figure 3, Item 2). See Remove Winterization Kit Fuel Pump and Install Winterization Kit Fuel Pump tasks below.
 - b. If measured fuel flow is greater than 8.6 cm^3 (0.29 oz), follow instructions in this WP to replace winterization kit fuel pump (Figure 3, Item 2). See Remove Winterization Kit Fuel Pump and Install Winterization Kit Fuel Pump tasks below.



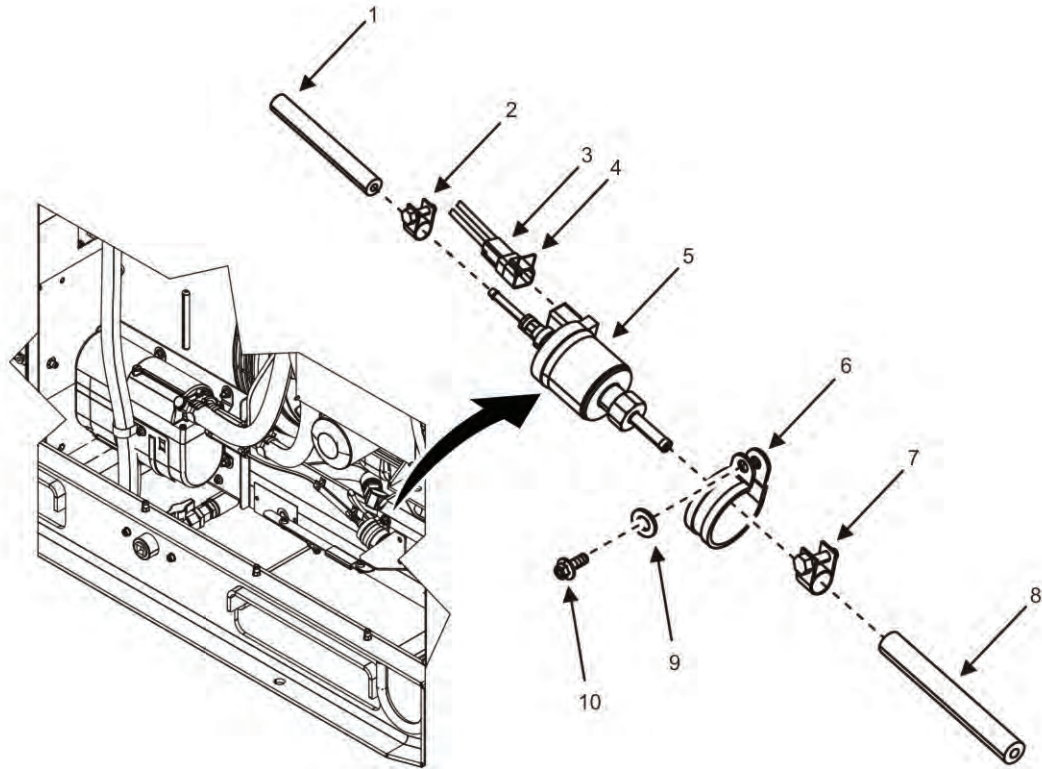


Figure 4. Winterization Kit Fuel Pump.

6. Loosen clamps (Figure 4, Items 2 and 7) and disconnect fuel hoses (Figure 4, Items 1 and 8) from winterization kit fuel pump (Figure 4, Item 5).
7. Insert caps/plugs into fuel hoses (Figure 4, Items 1 and 8).
8. Loosen screw (Figure 4, Item 10) securing rubber mounting bracket (Figure 4, Item 6) and winterization kit fuel pump (Figure 4, Item 5) to generator set frame.
9. Remove rubber mounting bracket (Figure 4, Item 6) and winterization kit fuel pump (Figure 4, Item 5) from unit.
10. Remove winterization kit fuel pump (Figure 4, Item 5) from rubber mounting bracket (Figure 4, Item 6).
11. Dispose of captured fuel and coolant IAW local SOP.

END OF TASK

Install Winterization Kit Fuel Pump

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation.

1. Inspect rubber mounting bracket (Figure 4, Item 6) securing winterization kit fuel pump (Figure 4, Item 5) to generator set frame (WP 0002, Equipment Description and Data).
2. Replace rubber mounting bracket (Figure 4, Item 6) if worn or damaged.
3. Slide winterization kit fuel pump (Figure 4, Item 5) into rubber mounting bracket (Figure 4, Item 6).
4. Use screw (Figure 4, Item 10) and flat washer (Figure 4, Item 9) to secure rubber mounting bracket (Figure 4, Item 6) and winterization kit fuel pump (Figure 4, Item 5) to generator set frame.

NOTE

Capture and dispose of spilled fuel IAW local SOP.

5. Remove caps/plugs from fuel hoses (Figure 4, Items 1 and 8).
6. Connect fuel hoses (Figure 4, Items 1 and 8) to winterization kit fuel pump (Figure 4, Item 5) using clamps (Figure 4, Items 2 and 7).
7. Remove drip pan from under winterization kit fuel pump (Figure 4, Item 5).
8. Connect wiring harness (Figure 4, Item 3) to winterization kit fuel pump (Figure 4, Item 5) using metal clip (Figure 4, Item 4).
9. Fill cooling system (WP 0021, Service Cooling System).
10. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
11. Ensure fuel level is at proper operating level (TM 9-6115-750-10).
12. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Purge fuel system (WP 0040, Service Fuel System).
14. Start engine and check for proper operation (TM 9-6115-750-10).
15. If coolant is not being heated, inspect winterization kit (Figure 3, Item 1). See Inspect Winterization Kit task.

END OF TASK**Inspect Winterization Kit**

1. Inspect coolant heater (Figure 5, Item 3) for obvious signs of damage, and replace if necessary.
2. Inspect coolant heater holder (Figure 6, Item 2) for obvious signs of damage, and replace if necessary.
3. Inspect coolant heater mounting bracket (Figure 7, Item 3) for obvious signs of damage, and replace if necessary.
4. Inspect coolant inlet and outlet hoses (Figure 5, Items 6 and 7) for damage, deterioration, and obstruction. Replace if necessary.
5. Inspect air exhaust port (Figure 5, Item 15) for obstructions and clear if necessary.
6. Inspect air exhaust tube (Figure 5, Item 14) for damage, deterioration, and obstructions. Replace, if necessary.
7. If coolant is still not being heated, follow instructions in this WP to remove coolant heater (Figure 5, Item 3) assembly. See Remove Coolant Heater Assembly task.

END OF TASK**Remove Coolant Heater Assembly**

1. Drain coolant (WP 0021, Service Cooling System).
2. Open left-side generator set door.
3. Remove negative ground cable from right-hand battery (WP 0036, Remove/Install Batteries).
4. Remove right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
5. Disconnect winterization kit electrical plug (Figure 5, Item 1) from wiring harness (Figure 5, Item 2).

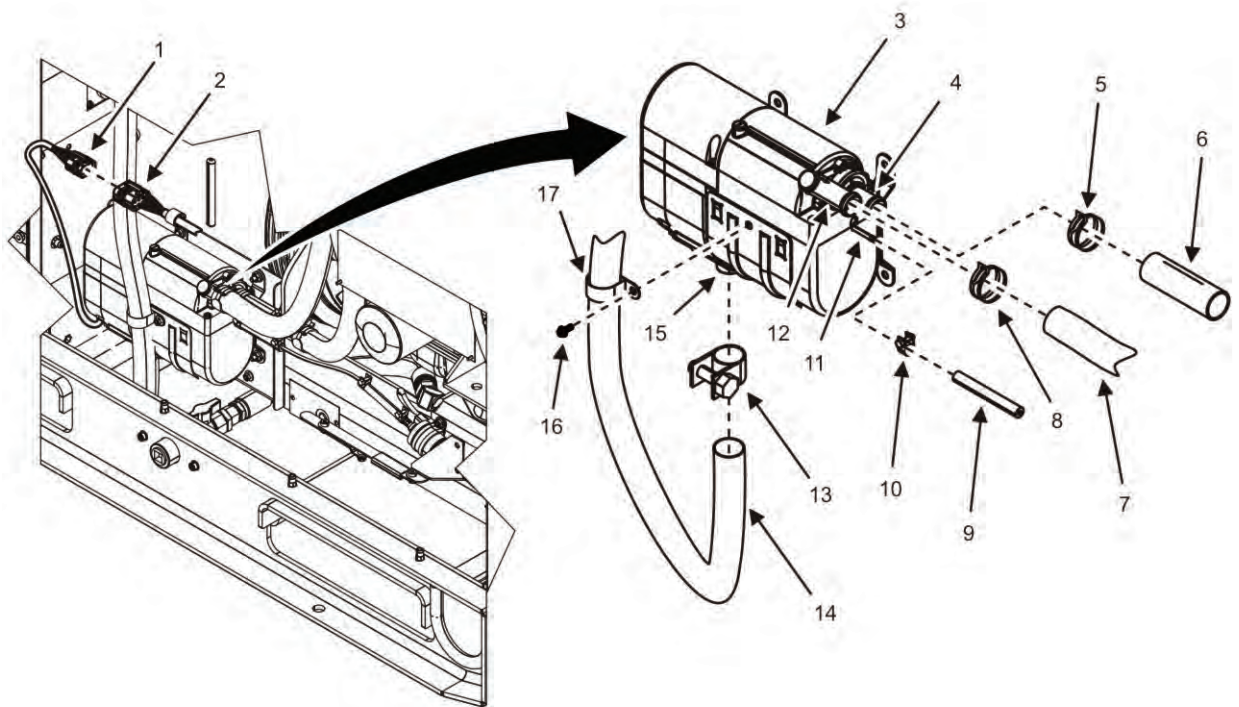


Figure 5. Winterization Kit.

CAUTION

Cap/plug all coolant and fuel hoses to prevent contamination. Failure to comply may cause damage to equipment.

NOTE

Capture and dispose of spilled fuel and coolant IAW local SOP.

6. Place a drain pan under winterization kit (Figure 5, Items 1 through 17) to catch spilled fuel and coolant.
7. Loosen clip (Figure 5, Item 8) and disconnect coolant outlet hose (Figure 5, Item 7) from coolant outlet port (Figure 5, Item 12).
8. Loosen clip (Figure 5, Item 5) and disconnect coolant inlet hose (Figure 5, Item 6) from coolant inlet port (Figure 5, Item 4).

CAUTION

Cap/plug all coolant and fuel hoses to prevent contamination. Failure to comply may cause damage to equipment.

NOTE

Capture and dispose of spilled fuel and coolant IAW local SOP.

9. Loosen clamp (Figure 5, Item 10) and remove fuel line (Figure 5, Item 9) from fuel inlet port (Figure 5, Item 11).

CAUTION

Cap/plug all coolant and fuel hoses to prevent contamination. Failure to comply may cause damage to equipment.

NOTE

Capture and dispose of spilled fuel and coolant IAW local SOP.

10. Remove drain pan.
11. Remove mounting bolt (Figure 5, Item 16) from P-clamp (Figure 5, Item 17), coolant heater holder (Figure 6, Item 2), and coolant heater (Figure 5, Item 3).

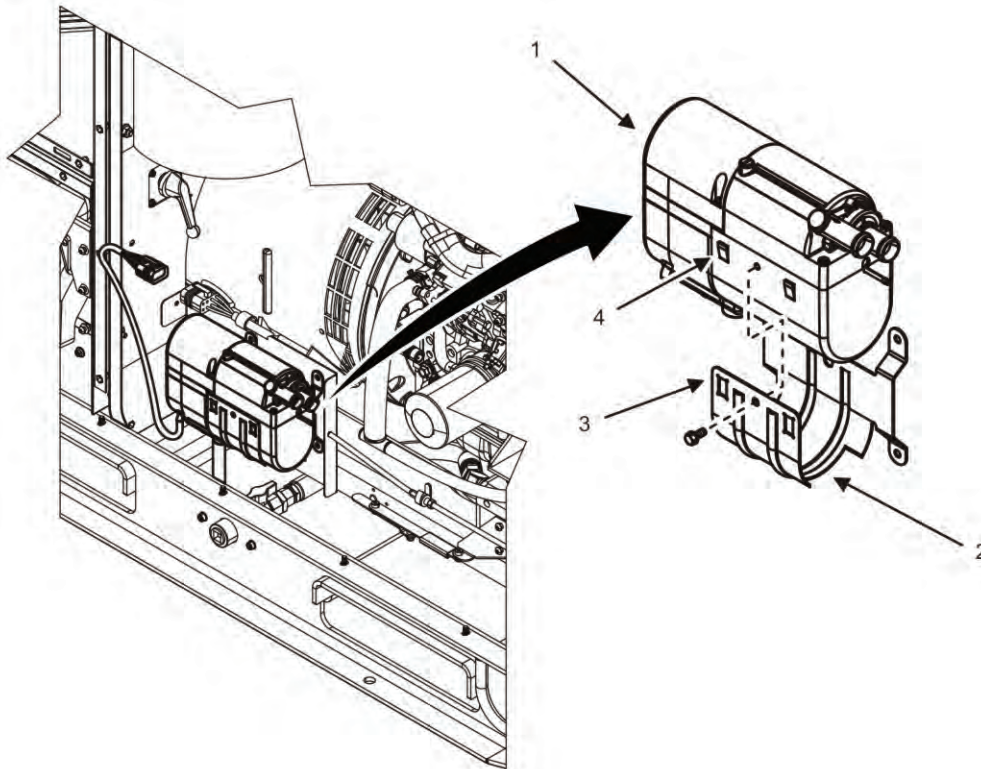


Figure 6. Coolant Heater Assembly.

12. Loosen bolt (not shown) behind coolant heater (Figure 6, Item 1) that secures coolant heater (Figure 6, Item 1) to coolant heater holder (Figure 6, Item 2). It is not necessary to remove bolt (not shown).
13. Remove coolant heater (Figure 6, Item 1) from coolant heater holder (Figure 6, Item 2) by prying seating slots (Figure 6, Item 3) on coolant heater holder (Figure 6, Item 2) from catches (Figure 6, Item 4) on coolant heater (Figure 6, Item 1).
14. Loosen tube clamp (Figure 5, Item 13) securing air exhaust tube (Figure 5, Item 14) to coolant heater exhaust port (Figure 5, Item 15).
15. Place coolant heater (Figure 6, Item 1) on suitable work surface.

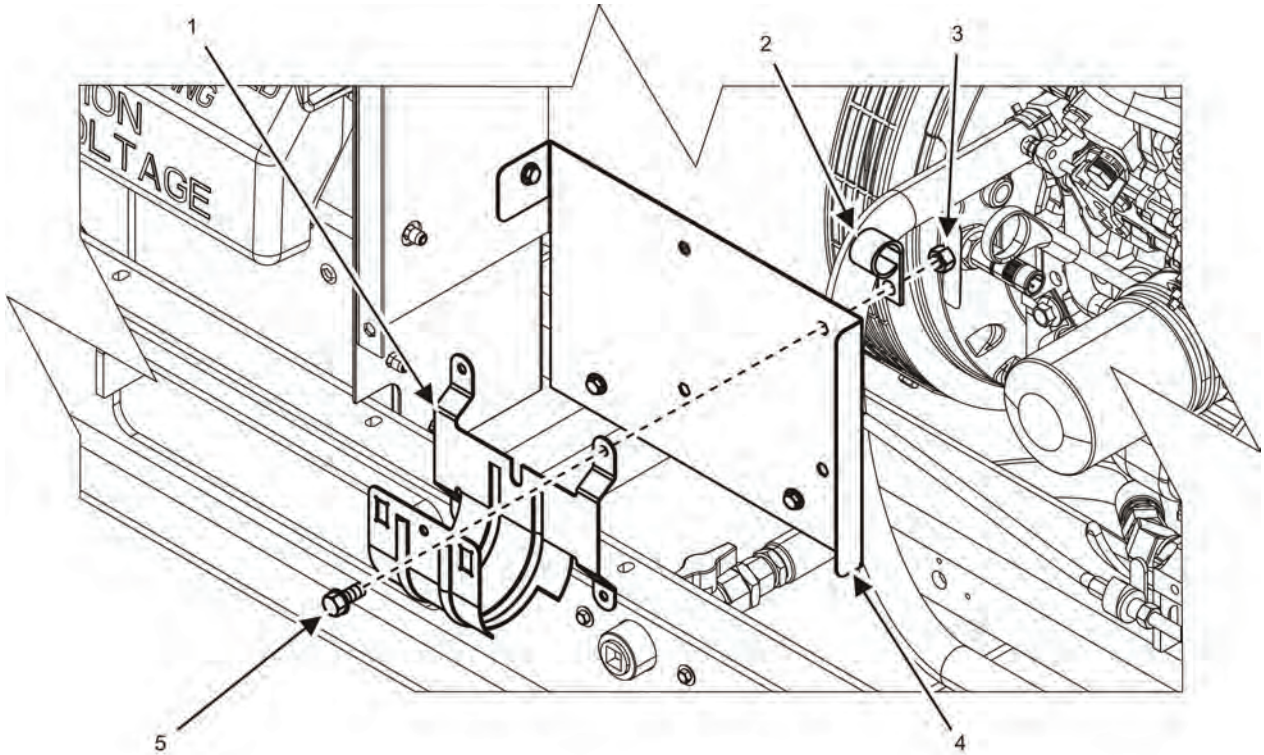


Figure 7. Coolant Heater Mounting Brackets.

NOTE

One screw (Figure 7, Item 5) and nut (Figure 7, Item 3) also secures P-clamp (Figure 7, Item 2).

16. Remove four screws (Figure 7, Item 5) and four nuts (Figure 7, Item 3) securing coolant heater holder (Figure 7, Item 1) to coolant heater mounting bracket (Figure 7, Item 4).
17. Remove coolant heater holder (Figure 7, Item 1) and P-clamp (Figure 7, Item 2) from unit and place on a suitable work surface.

END OF TASK

Install Coolant Heater Assembly

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation.

1. Align mounting holes in coolant heater holder (Figure 7, Item 1) with holes in coolant heater mounting bracket (Figure 7, Item 4).

NOTE

One screw (Figure 7, Item 5) and nut (Figure 7, Item 3) also secures P-clamp (Figure 7, Item 2).

2. Install P-clamp (Figure 7, Item 2) and coolant heater holder (Figure 7, Item 1) to mounting bracket (Figure 7, Item 4)
3. Install remaining three screws (Figure 7, Item 5) and four nuts (Figure 7, Item 3) to secure coolant heater holder (Figure 7, Item 1) to coolant heater mounting bracket (Figure 7, Item 4).

4. Use tube clamp (Figure 5, Item 13) to secure air exhaust tube (Figure 5, Item 14) to coolant heater exhaust port (Figure 5, Item 15).
5. Install coolant heater (Figure 6, Item 1) into coolant heater holder (Figure 6, Item 2).
6. Seat both catches (Figure 6, Item 4) on coolant heater (Figure 6, Item 1) into seating slots (Figure 6, Item 3) on coolant heater holder (Figure 6, Item 2).
7. Install mounting bolt (Figure 6, Item 3) through P-clamp (Figure 5, Item 17), coolant heater holder (Figure 6, Item 2), and coolant heater (Figure 6, Item 1).
8. Tighten bolt (not shown) behind coolant heater (Figure 6, Item 1) to secure coolant heater (Figure 6, Item 1) to coolant heater holder (Figure 6, Item 2).

CAUTION

Cap/plug all coolant and fuel hoses to prevent contamination. Failure to comply may cause damage to equipment.

NOTE

Capture and dispose of spilled fuel and coolant IAW local SOP.

9. Place a drain pan under winterization kit (Figure 5, Item 1 through 17) to catch spilled coolant.
10. Secure fuel line (Figure 5, Item 9) to fuel inlet port (Figure 5, Item 11) using clamp (Figure 5, Item 10).
11. Install coolant outlet hose (Figure 5, Item 7) onto coolant outlet port (Figure 5, Item 12) using clip (Figure 5, Item 8).
12. Install coolant inlet hose (Figure 5, Item 6) to coolant inlet port (Figure 5, Item 4) using clip (Figure 5, Item 5).
13. Remove drain pan.
14. Reconnect winterization kit (Figure 5, Item 1 through 15) electrical plug (Figure 5, Item 1) into wiring harness (Figure 5, Item 2).
15. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
16. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
17. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
18. Ensure fluid level is at proper operating level (TM 9-6115-750-10).
19. Purge fuel system (WP 0040, Service Fuel System).
20. Release air through overflow vent line for 5 min before start up (TM 9-6115-750-10).
21. Close generator set doors.
22. Start engine and check for leaks and proper operation (TM 9-6115-750-10).
23. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
INSTALL WINTERIZATION KIT

INITIAL SETUP:**Tools and Special Tools**

Drill Set, Twist (WP 0162, Table 2, Item 15)

Drill-Driver, Battery Operated, Rechargeable, AN 18 Volt, 2 Amp-Hour Battery-Operated, 1/2" Drill (WP 0162, Table 2, Item 16)

Tool Kit, Blind, Fastener, Installation (WP 0162, Table 2, Item 41)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Kit winterization (WP 0155, Repair Parts List, Figure 55, Item 1)

Alcohol, denatured (WP 0163, Expendable and Durable Items List, Item 1)

Antifreeze, ethylene glycol (WP 0163, Item 2)

Cap set, protective (WP 0163, Item 9)

Sealant (WP 0163, Item 33)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

References

WP 0025, Remove/Install Winterization Kit Components

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Right-side panel removed (WP 0032, Remove/Install Right-Side Panel)

Coolant drained (WP 0021, Service Cooling System)

INSTALL WINTERIZATION KIT**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

WARNING

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator sets are running. Failure to comply may cause injury or death to personnel.

Install Winterization Kit

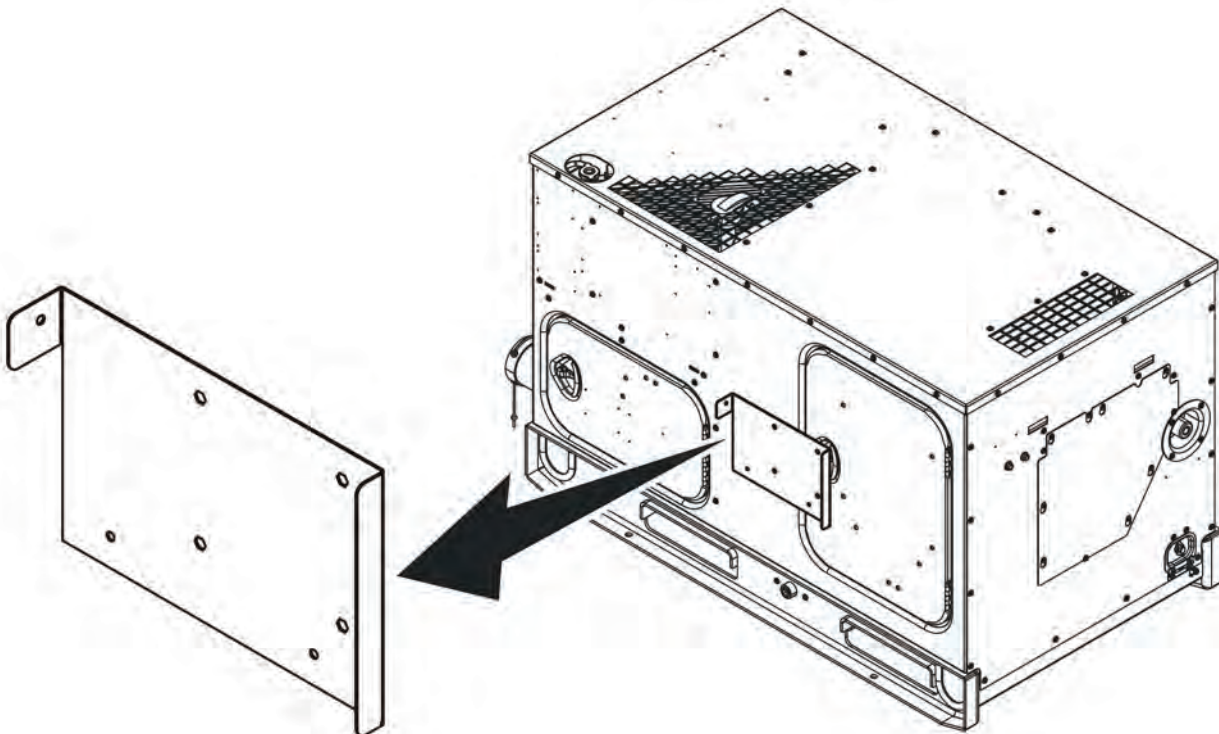


Figure 1. Winterization Kit Mounting — Location.

NOTE

Winterization kit is optional for AMMPS generator sets. This WP instructs how to install a winterization kit to an AMMPS generator set that is not equipped with a winterization kit.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate winterization kit mounting location on unit skid (Figure 1).

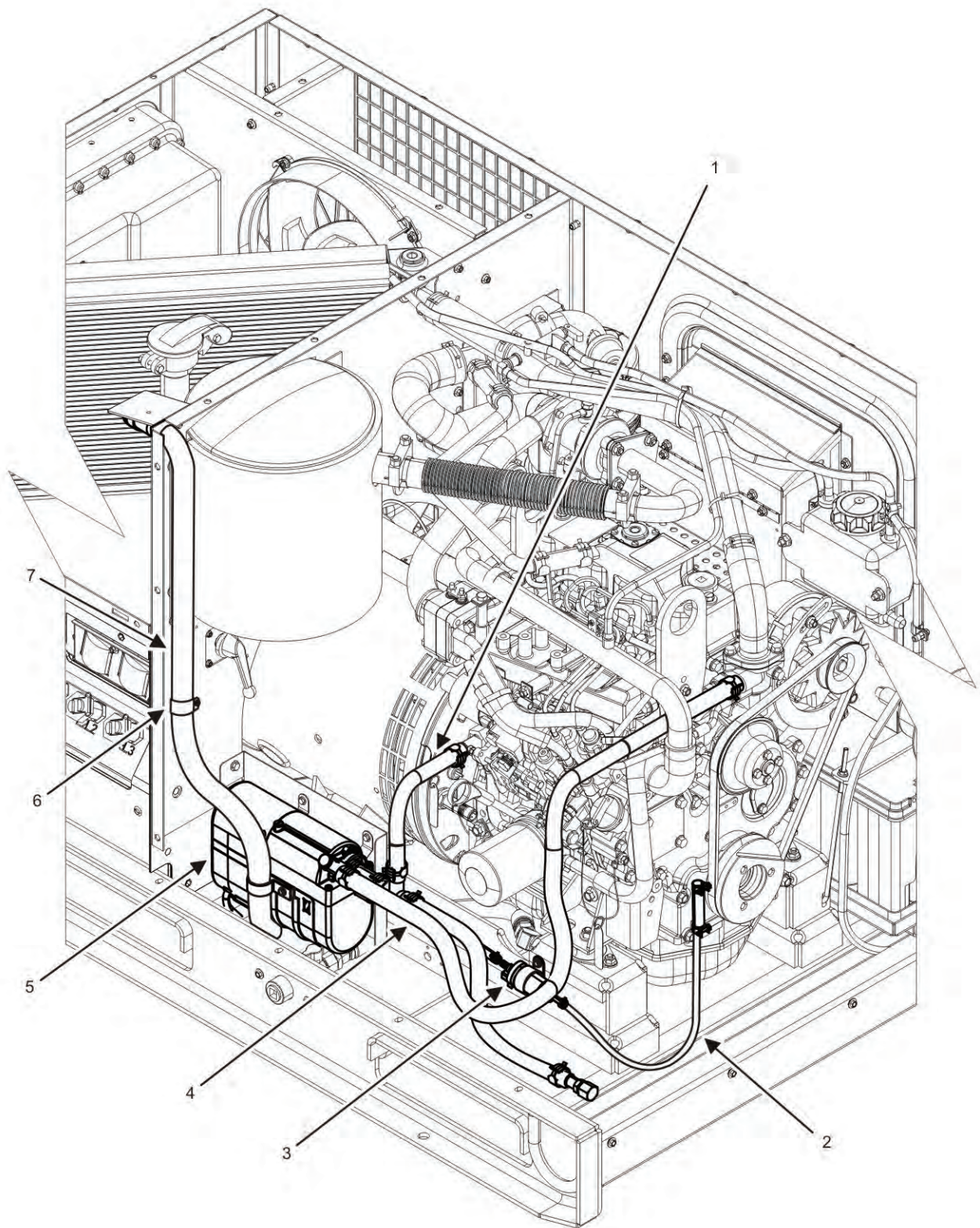


Figure 2. Winterization Kit Assembly.

NOTE

Winterization kit assembly (Figure 2) requires two fuel line assemblies (Figure 2, Item 2). One fuel line assembly (Figure 2, Item 2) connects from the fuel manifold (Figure 3, Item 2) to the winterization kit fuel pump (Figure 2, Item 3). The second fuel line assembly (Figure 2, Item 2) connects the winterization kit fuel pump (Figure 2, Item 3) to the coolant heater (Figure 2, Item 5). Fuel line assembly (Figure 2, Item 2) that connects fuel pump (Figure 2, Item 3) to coolant heater (Figure 2, Item 5) is installed in step 11 of this task.

3. Prepare coolant heater fuel line assemblies (Figure 2, Item 2).
 - a. Insert one end of fuel tube (Figure 3, Item 3) into flexible hose (Figure 3, Item 5).

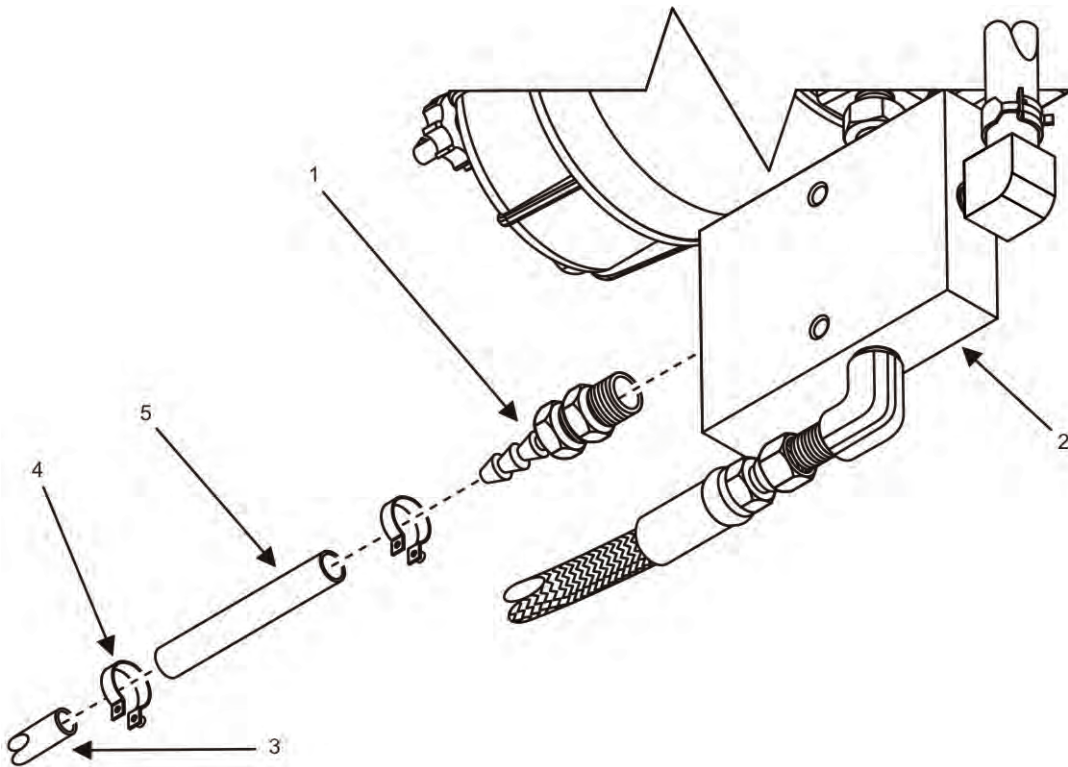


Figure 3. Coolant Heater Fuel Line Assembly.

- b. Secure flexible hose (Figure 3, Item 5) over fuel tube (Figure 3, Item 3) with hose clamp (Figure 3, Item 4).
 - c. Repeat steps a and b for other end of fuel tube (Figure 3, Item 3).
 - d. Repeat steps a through c to assemble a second coolant heater fuel line assembly (Figure 2, Item 2).
 - e. Insert hose adaptor (Figure 3, Item 1) into flexible hose (Figure 3, Item 5) of fuel line assembly (Figure 2, Item 2) and secure with hose clamp (Figure 3, Item 4).

NOTE

Use pipe thread sealant on pipe threads of hose adaptor (Figure 3, Item 1). Cure time is 30 min to use full system and 72 hr for full strength.

- f. Apply pipe thread sealant to male threads of hose adaptor (Figure 3, Item 1).

NOTE

Capture spilled fuel and dispose of with IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

- g. Remove plug (not shown) from fuel manifold (Figure 3, Item 2).
- h. Capture spilled fuel.
- i. Install hose adaptor (Figure 3, Item 1) to fuel manifold (Figure 3, Item 2) and secure to 1 to 1 1/2 turns past finger-tight.
- j. Reserve second fuel line assembly (Figure 2, Item 2) for installation in step 11.

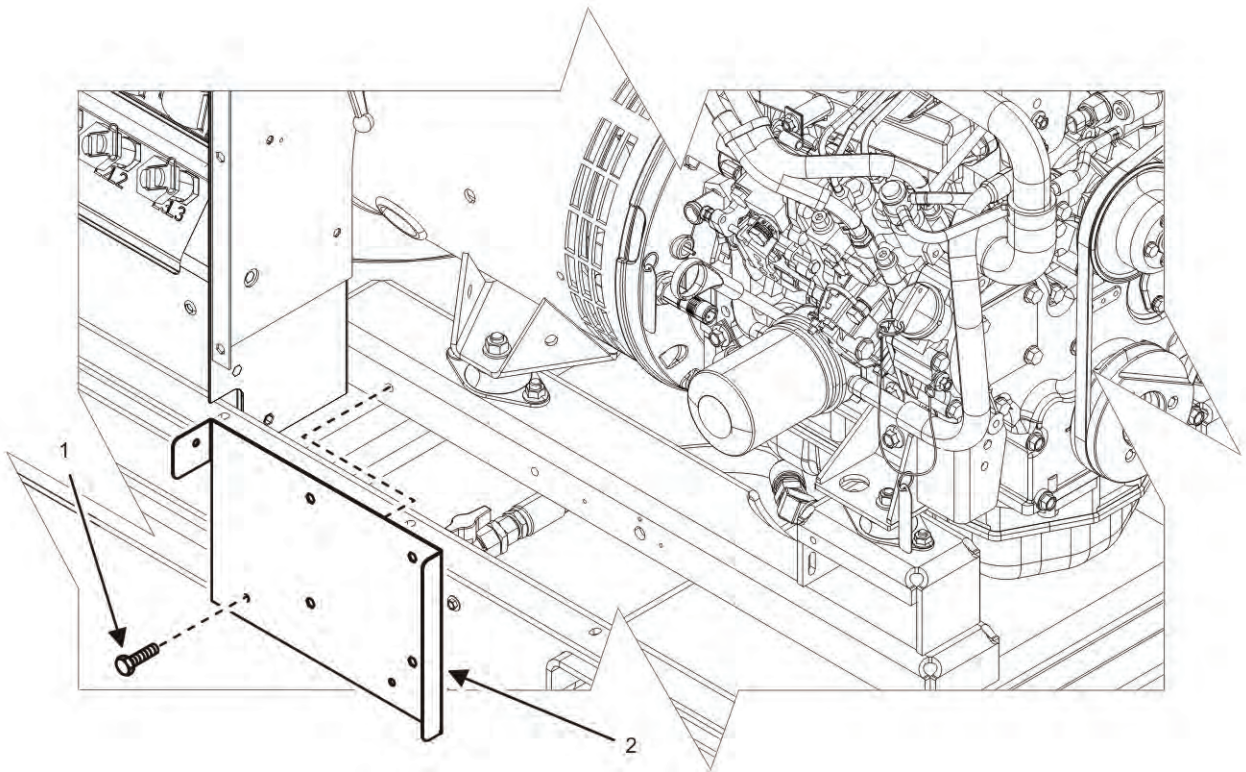


Figure 4. Winterization Kit Bracket — Installation.

- 4. Position coolant heater mounting bracket (Figure 4, Item 2) to installation location on unit skid. Align mounting holes.
- 5. Install three screws (Figure 4, Item 1) to coolant heater mounting bracket (Figure 4, Item 2) to secure coolant heater mounting bracket (Figure 4, Item 2) to unit skid and interior panel. Torque screws (Figure 4, Item 1) to 87 – 105 in/lb (10 – 11 Nm).
- 6. Prepare air exhaust tube (Figure 2, Item 7).
 - a. Rivet clip (Figure 5, Item 4) to air exhaust tube bracket (Figure 5, Item 2) with blind rivet (Figure 5, Item 1).
 - b. Position air exhaust tube bracket (Figure 5, Item 2) to position on unit bulkhead.
 - c. Secure air exhaust tube bracket (Figure 5, Item 2) to unit bulkhead with mounting screw (Figure 5, Item 5).

- d. Position air exhaust tube (Figure 2, Item 7) as depicted in Figure 2.
- e. Insert end of air exhaust tube (Figure 5, Item 3) into clip (Figure 5, Item 4) of air exhaust tube bracket (Figure 5, Item 2).

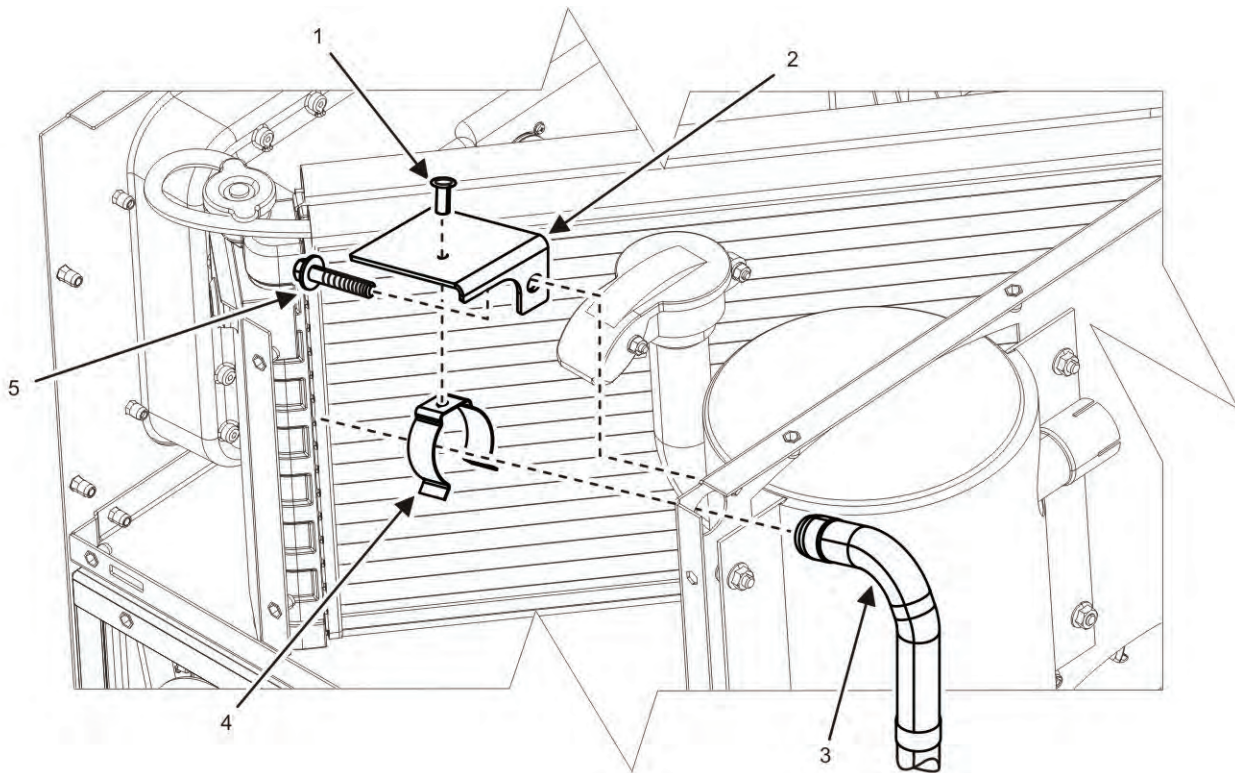


Figure 5. Air Exhaust Tube Bracket — Installation.

NOTE

Air exhaust tube (Figure 2, Item 7) will be installed to coolant heater (Figure 2, Item 4) during step 11.

- f. Insert air exhaust tube (Figure 2, Item 7) through clamp (Figure 2, Item 6).
- g. Position clamp (Figure 2, Item 6) to unit bulkhead as depicted in Figure 2.

NOTE

Do not fully tighten screws (not shown) securing clamp (Figure 2, Item 6) to bulkhead until installation of winterization kit assembly is complete.

- h. Install clamp (Figure 2, Item 6) loosely to unit bulkhead with screw (not shown).
- 7. Prepare coolant heater outlet hose assembly (Figure 2, Item 4).

NOTE

Capture spilled coolant and dispose of with IAW local SOP. Cap/plug all open coolant lines/fittings to prevent dirt and debris from entering the cooling system.

- a. Remove plug (not shown) from thermostat housing barb (Figure 6, Item 1).
- b. Install one end of coolant heater outlet hose (Figure 6, Item 3) to thermostat housing barb (Figure 6, Item 1) and secure with clip (Figure 6, Item 2).

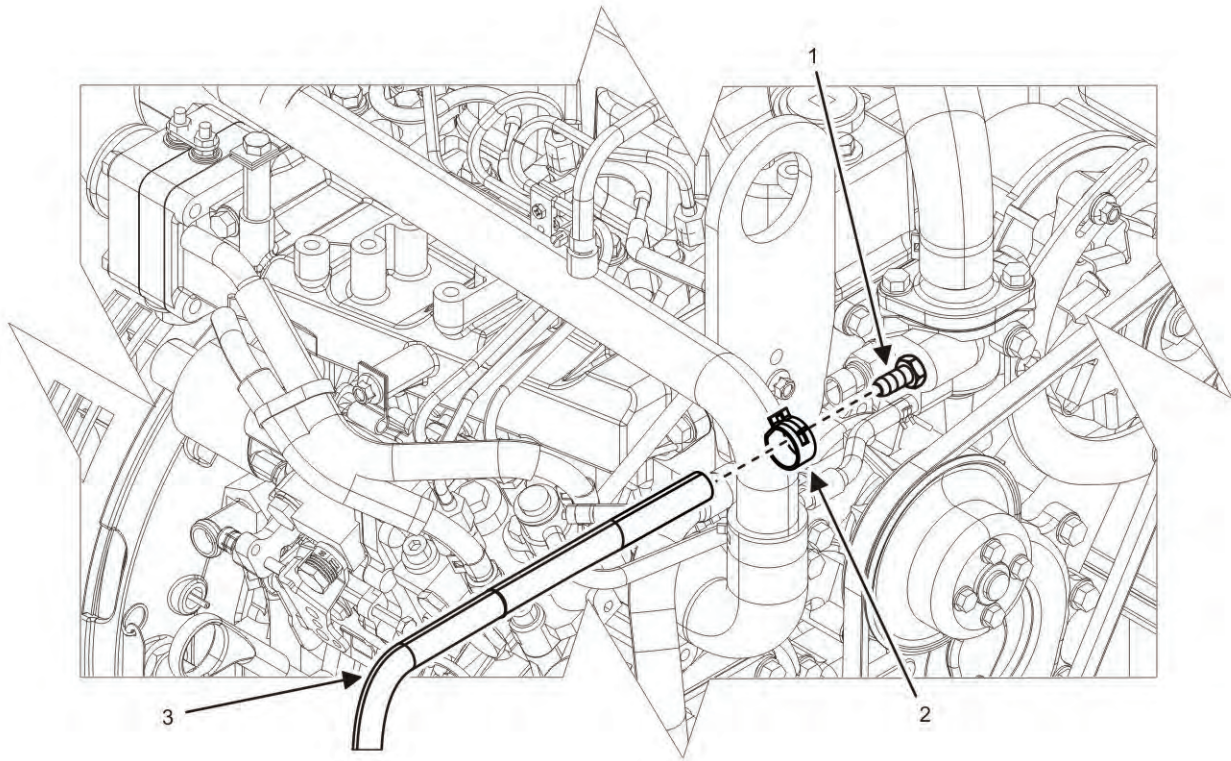


Figure 6. Coolant Heater Outlet Hose Assembly

NOTE

Other end of coolant heater outlet hose will be installed in step 11 of this task.

- c. Plug open end of coolant heater outlet hose (Figure 6, Item 3) to prevent contamination of cooling system.
8. Prepare coolant heater inlet hose assembly (Figure 2, Item 1).
 - a. Loosen and slide back clip (Figure 7, Item 2) on coolant drain hose (Figure 7, Item 5) away from barb fitting (Figure 7, Item 1) on engine.
 - b. Remove coolant drain hose (Figure 7, Item 5) from engine barb fitting (Figure 7, Item 1) and cap hose to prevent contamination.
 - c. Install coolant hose (Figure 7, Item 3) to engine barb fitting (Figure 7, Item 1). Secure with clip (Figure 7, Item 2).
 - d. Install T-adaptor (Figure 7, Item 4) (in orientation shown in Figure 7) to open end of coolant hose (Figure 7, Item 3). Secure with clip (Figure 7, Item 2).
 - e. Install coolant drain hose (Figure 7, Item 5) to T-adaptor (Figure 7, Item 4) opening. Secure with clip (Figure 7, Item 2).
 - f. Install coolant hose (Figure 7, Item 6) to last opening of T-adaptor (Figure 7, Item 4). Secure with clip (Figure 7, Item 2).

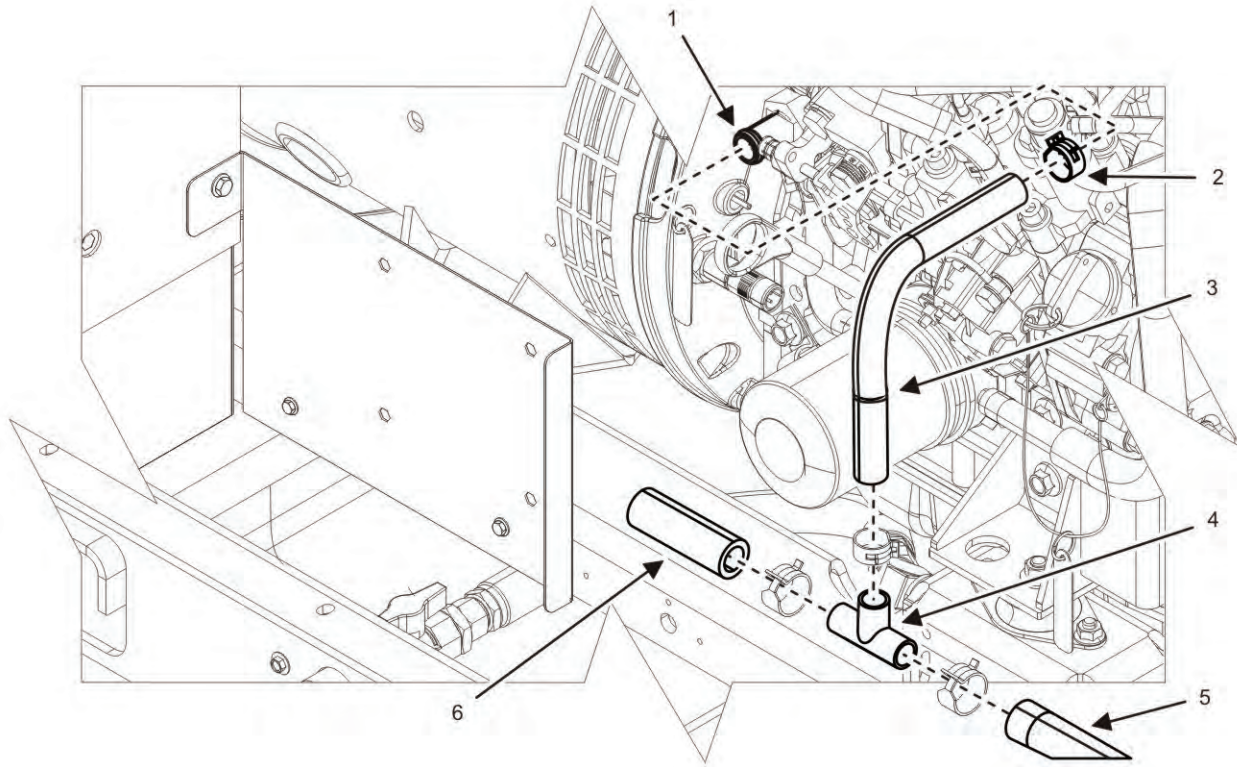


Figure 7. Coolant Heater Inlet Hose Assembly.

NOTE

Coolant heater inlet hose assembly (Figure 2, Item 1) will be installed to coolant heater (Figure 2, Item 5) in step 11 of this task.

- g. Cap opening of coolant heater inlet hose assembly (Figure 2, Item 1) to prevent contamination of cooling system.
9. Install coolant heater holder to coolant heater mounting bracket (WP 0025, Remove/Install Winterization Kit Components).
10. Install winterization kit fuel pump (Figure 2, Item 3) (WP 0025, Remove/Install Winterization Kit Components).
11. Install coolant heater (Figure 2, Item 5) and connect coolant inlet and outlet hose assemblies (Figure 2, Items 1 and 4), fuel line assemblies (Figure 2, Item 2), air exhaust tube (Figure 2, Item 7), and electrical connector (not shown).

NOTE

Winterization kit assembly (Figure 2) requires two fuel line assemblies (Figure 2, Item 2). One fuel line assembly (Figure 2, Item 2) connects from the fuel manifold (Figure 3, Item 2) to the winterization kit fuel pump (Figure 2, Item 3). The second fuel line assembly (Figure 2, Item 2) connects the winterization kit fuel pump (Figure 2, Item 3) to the coolant heater (Figure 2, Item 5).

12. Ensure both fuel line assemblies (Figure 2, Item 2) are installed and secured.
13. Tighten screw (not shown) that secures air exhaust tube (Figure 2, Item 7) and clamp (Figure 2, Item 6) to bulkhead.
14. Fill cooling system (WP 0021, Service Cooling System).

15. Install right-side panel (WP 0032, Remove/Install Right-Side Body Panel).
16. Install top body panel (WP 0028, Remove/Install Top Body Panel).
17. Drill four holes of 3.5 mm diameter in rear left of top body panel (Figure 8, Item 3) using existing holes in operating instructions plate (Figure 8, Item 1) as a guide.
18. Rivet operating instructions plate (Figure 8, Item 1) to rear left corner of top body panel (Figure 8, Item 3) with four blind rivets (Figure 8, Item 2).

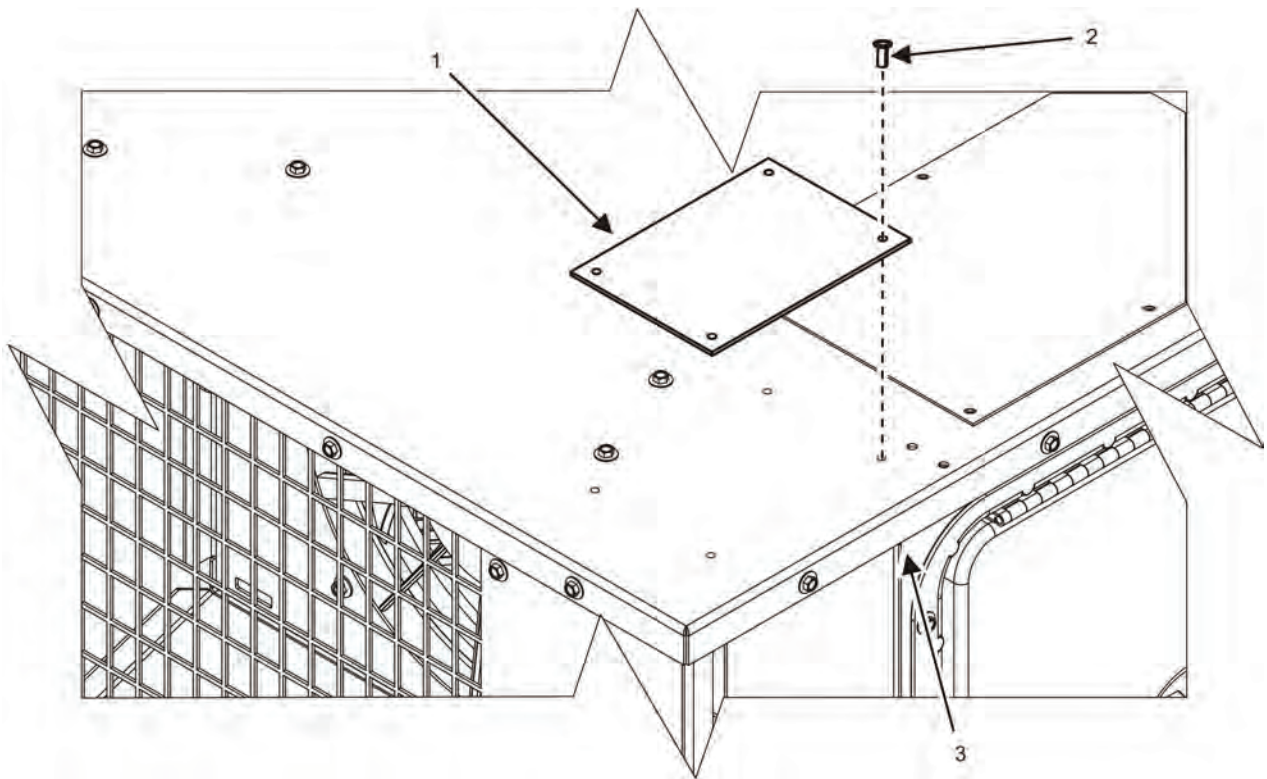


Figure 8. Operating Instructions Plate — Installation.

19. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
20. Close and secure generator set doors.
21. Ensure fluid level is at proper operating level (TM 9-6115-750-10).
22. Release air through overflow vent line for 5 min before start-up (TM 9-6115-750-10).
23. Purge fuel system (WP 0040, Service Fuel System).
24. Test winterization kit (WP 0025, Remove/Install Winterization Kit Components).
25. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
26. Start engine and check for proper operation (TM 9-6115-750-10).
27. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL RADIATOR ASSEMBLY

INITIAL SETUP:

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)
 Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Radiator assembly (WP 0110, Repair Parts List, Figure 10, Item 6)
 Antifreeze, ethylene glycol (WP 0163, Item 2)
 Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)
 Distilled water (WP 0163, Item 18)
 Pan, drain (WP 0163, Item 29)
 Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)
 Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
 Engine cool
 Battery ground cable removed (WP 0036, Remove/Install Batteries)
 Top body panel removed (WP 0028, Remove/Install Top Body Panel)
 Cooling system drained (WP 0021, Service Cooling System)
 Air cleaner hose assembly removed from air cleaner outlet to turbocharger inlet (WP 0019, Remove/Install Air Intake Hose Assemblies)

REMOVE/INSTALL RADIATOR

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Hot coolant can burn. If the radiator cap is hot to the touch, it is too hot to open. Allow the coolant to cool before opening the radiator cap. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Engine coolant is toxic to eyes and poisonous if ingested. Eye protection is required when working with engine coolant. Avoid repeated or prolonged contact. Failure to comply may cause injury or death to personnel.

Remove Radiator

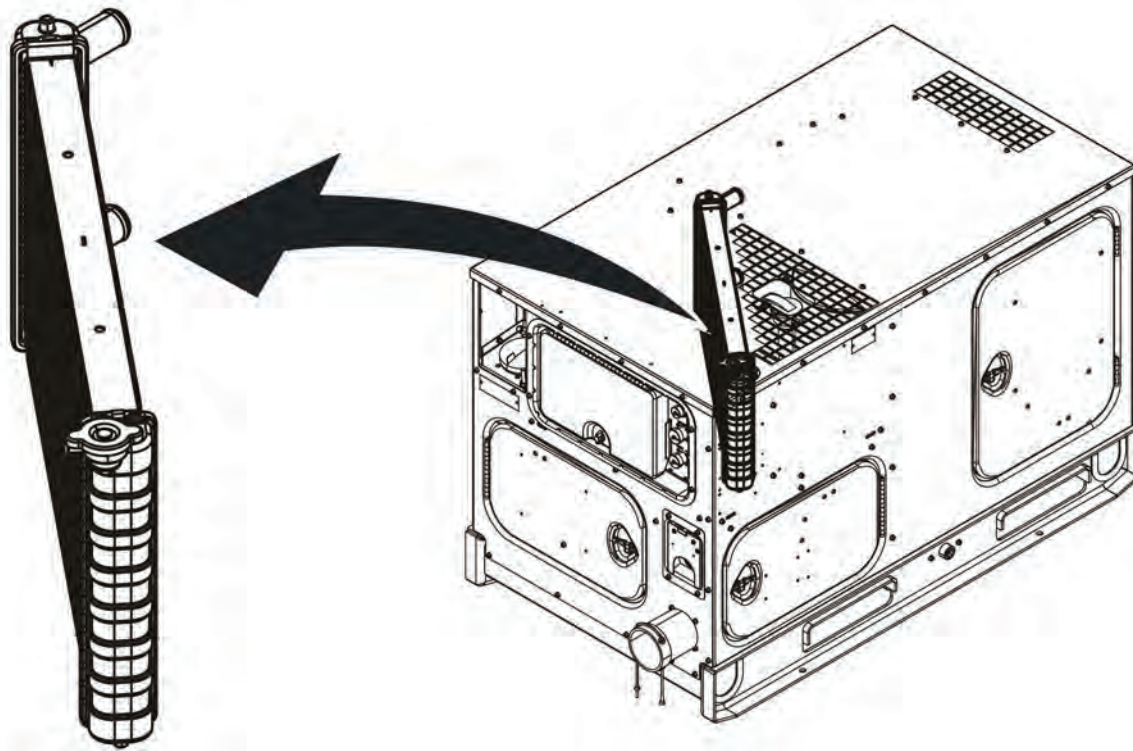


Figure 1. Radiator — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate radiator (Figure 1).
3. Place a suitable container or rags under upper and lower radiator hoses (Figure 2, Items 5 and 6) to capture residual coolant that may spill when removing the two hoses.

NOTE

Cap/plug all open coolant hoses and ports to prevent contamination from entering the cooling system and to minimize spillage of residual coolant when radiator is removed.

4. Ensure radiator cap (Figure 2, Item 8) is installed to prevent contamination from entering the cooling system and to minimize spillage of residual coolant when radiator (Figure 2, Item 9) is removed.
5. Reposition hose clip (Figure 2, Item 3) and remove upper radiator hose (Figure 2, Item 5) from radiator (Figure 2, Item 9). Inspect upper radiator hose (Figure 2, Item 5) for damage. Replace as required.
6. Reposition hose clip (Figure 2, Item 7) and remove lower radiator hose (Figure 2, Item 6) from radiator (Figure 2, Item 9). Inspect lower radiator hose (Figure 2, Item 6) for damage. Replace as required.
7. Remove two screws (Figure 2, Item 4) that secure bracket (Figure 2, Item 2) to unit bulkhead panel.

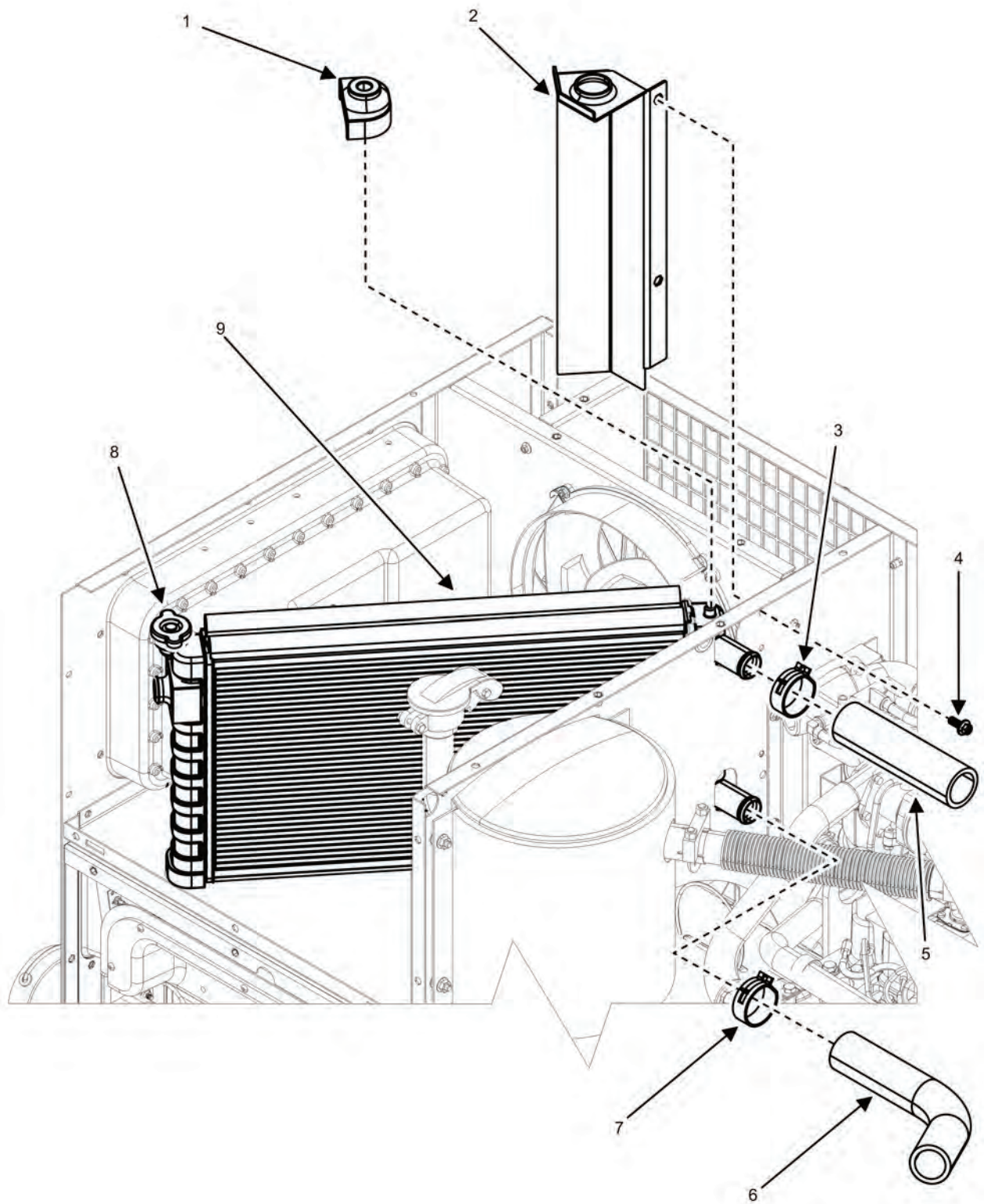


Figure 2. Radiator Removal — Forward.

8. Remove bracket (Figure 2, Item 2) and isolator (Figure 2, Item 1) from radiator (Figure 2, Item 9).
9. Inspect bracket (Figure 2, Item 2) and isolator (Figure 2, Item 1) for signs of obvious damage. Replace components as required.

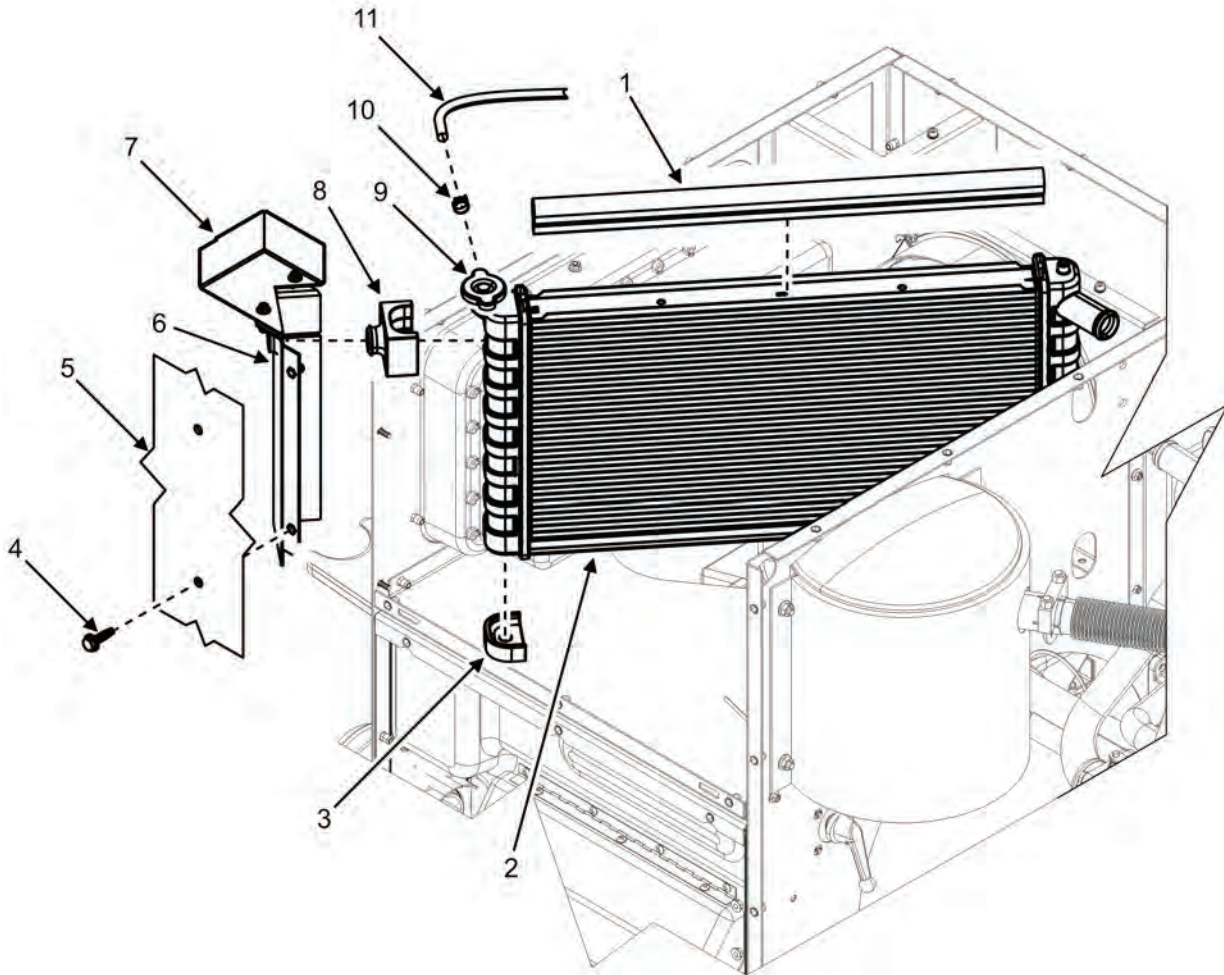


Figure 3. Radiator Removal — Rear.

NOTE

Cap/plug all open coolant hoses and ports to prevent contamination from entering the cooling system and to minimize spillage when radiator is removed.

10. Loosen clamp (Figure 3, Item 10) and remove coolant overflow hose (Figure 3, Item 11) from radiator (Figure 3, Item 2). Inspect coolant overflow hose (Figure 3, Item 11) for damage. Replace as required (WP 0021, Remove/Install Coolant Recovery System).
11. Remove two rubber edgings (Figure 3, Item 1) from top of radiator (Figure 3, Item 2). Inspect two rubber edgings (Figure 3, Item 1) for damage. Replace as required.
12. Remove two screws (Figure 3, Item 4) from right-side body panel (Figure 3, Item 5) and remove bracket (Figure 3, Item 6), baffle (Figure 3, Item 7), and rear isolator (Figure 3, Item 8) from rear of radiator (Figure 3, Item 2). Inspect bracket (Figure 3, Item 6), baffle (Figure 3, Item 7), and rear isolator (Figure 3, Item 8) for damage. Replace components as required.
13. Ensure radiator cap (Figure 3, Item 9) is installed on radiator (Figure 3, Item 2) to minimize coolant spills when radiator (Figure 3, Item 2) is removed.

14. Remove radiator (Figure 3, Item 2) from generator set leaving two lower rubber mounts (Figure 3, Item 3) in place on generator set.
15. Place radiator (Figure 3, Item 2) on a suitable work surface.
16. Inspect two lower rubber mounts (Figure 3, Item 3) that support bottom of radiator (Figure 3, Item 2) for damage. Replace as required.
17. Dispose of captured coolant and soiled rags IAW local SOP.

END OF TASK

Inspect Radiator

1. Remove caps/plugs from upper and lower ports of radiator (Figure 3, Item 2) and empty any residual coolant into a suitable container.
2. Remove dirt and debris from exterior of radiator (Figure 3, Item 2).
3. Inspect radiator (Figure 3, Item 2) for punctures, tears, crushed fins, or damage to intake, outlet, or overflow fittings.
4. Replace radiator (Figure 3, Item 2) if covering is punctured, torn, crushed, or shows signs of excessive wear.
5. Replace radiator (Figure 3, Item 2) if intake, outlet, or overflow fittings are cracked or broken.
6. Dispose of captured coolant and soiled rags IAW local SOP.

END OF TASK

Install Radiator

NOTE

Remove all caps/plugs from radiator assembly before installation.

Wipe down hoses, parts, and connectors with wiping rag prior to installation.

The radiator support panel contains two indentations to receive the rubber mounts found on the bottom corners of the radiator unit.

1. Ensure two lower rubber mounts (Figure 3, Item 3) are positioned in generator set as required.
2. Position radiator (Figure 3, Item 2) to its mounting location inside generator set.
3. Secure rear of radiator (Figure 3, Item 2) to generator set by installing bracket (Figure 3, Item 6), baffle (Figure 3, Item 7), and rear isolator (Figure 3, Item 8).
4. Secure bracket (Figure 3, Item 6) by installing two screws (Figure 3, Item 4) finger-tight through right body panel (Figure 3, Item 5).
5. Secure front of radiator (Figure 2, Item 9) to unit bulkhead panel by installing bracket (Figure 2, Item 2) and isolator (Figure 2, Item 1).
6. Secure bracket (Figure 2, Item 2) and isolator (Figure 2, Item 1) by installing two screws (Figure 2, Item 4) finger-tight.
7. Torque screws installed in steps 4 and 6 to 89 – 106 in/lb (10 – 12 Nm).
8. Install two rubber edgings (Figure 3, Item 1) to top of radiator (Figure 3, Item 2).

NOTE

To aid installation, apply a light film of coolant to the inside of all coolant hoses.

9. Install hose clamp (Figure 3, Item 10) to coolant overflow hose (Figure 3, Item 11).
10. Install coolant overflow hose (Figure 3, Item 11) to rear of radiator (Figure 3, Item 2) and secure by installing hose clamp (Figure 3, Item 10).
11. Install lower radiator hose (Figure 2, Item 6) to lower port in radiator (Figure 2, Item 9) and secure by installing hose clip (Figure 2, Item 7).
12. Install upper radiator hose (Figure 2, Item 5) to upper port in radiator (Figure 2, Item 9) and secure by installing hose clip (Figure 2, Item 3).
13. Install air intake hose assembly to turbocharger and air cleaner outlet (WP 0019, Remove/Install Air Intake Hose Assemblies).
14. Fill radiator to proper level with coolant (WP 0021, Service Cooling System) and ensure radiator cap is properly installed.
15. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
16. Install top body panel (WP 0028, Remove/Install Top Body Panel).
17. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
18. Start engine and run until electric fan cycles two times (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
19. Check for leaks and repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL TOP BODY PANEL

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Panel, top (WP 0104, Repair Parts List, Figure 4, Item 2)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL TOP BODY PANEL**Remove Top Body Panel**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate top body panel (Figure 1).

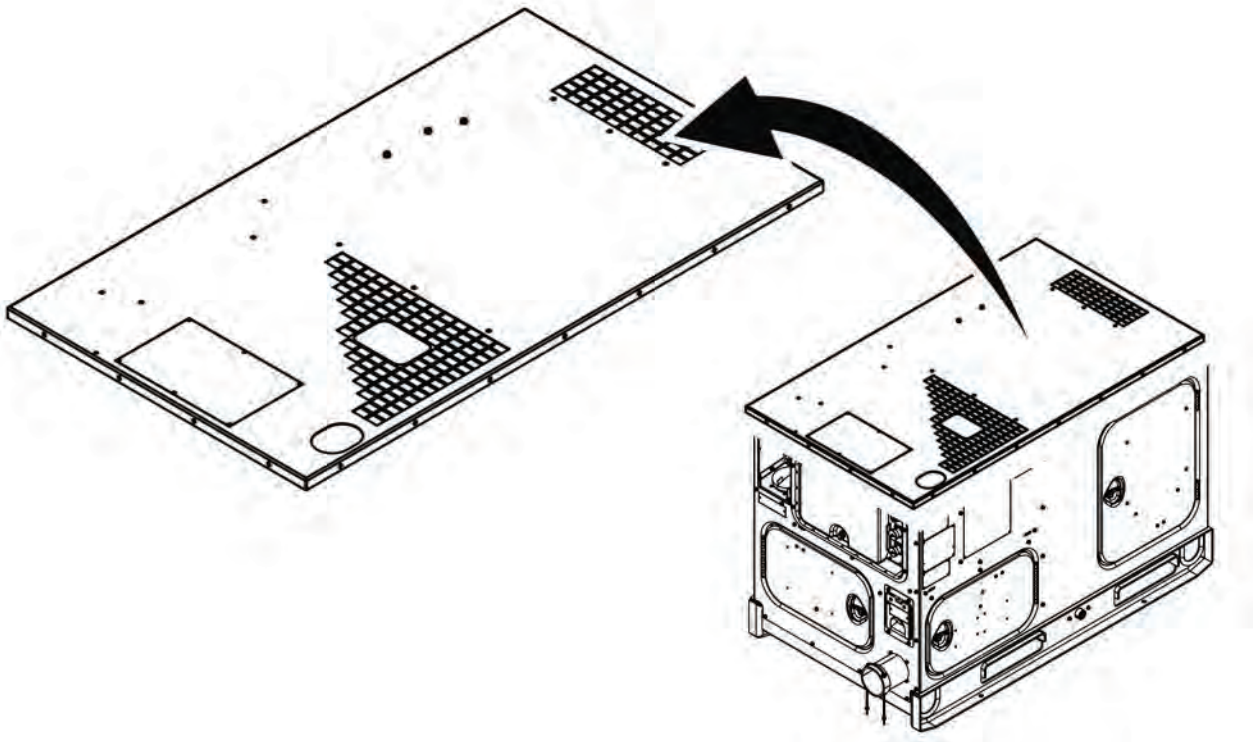


Figure 1. Top Body Panel — Location.

NOTE

Three screws (Figure 2, Item 2) hold the turbocharger heat shield (Figure 2, Item 1) in place on the underside of the top body panel. These screws do not need to be removed unless replacing the top panel with a new top panel. The top panel can be lifted from the unit without removing the heat shield from the panel.

3. Remove 22 screws (Figure 2, Item 6) securing edges of top body panel (Figure 2, Item 3) to generator set (Figure 2, Item 4).
4. Remove 10 screws (Figure 2, Item 7) securing top body panel (Figure 2, Item 3) to internal body panels (Figure 2, Item 5) of generator set (Figure 2, Item 4).

CAUTION

The top body panel (Figure 2, Item 3) should be lifted straight up from the generator set to prevent bending of the turbocharger heat shield (Figure 2, Item 1) or twisting of the top body panel (Figure 2, Item 3). Failure to comply may cause damage to equipment.

NOTE

The top body panel (Figure 2, Item 3) is large and awkward for one person to manage and will require an assistant to remove.

5. Remove top body panel (Figure 2, Item 3) from unit and place on flat surface to prevent damage to top body panel (Figure 2, Item 3).

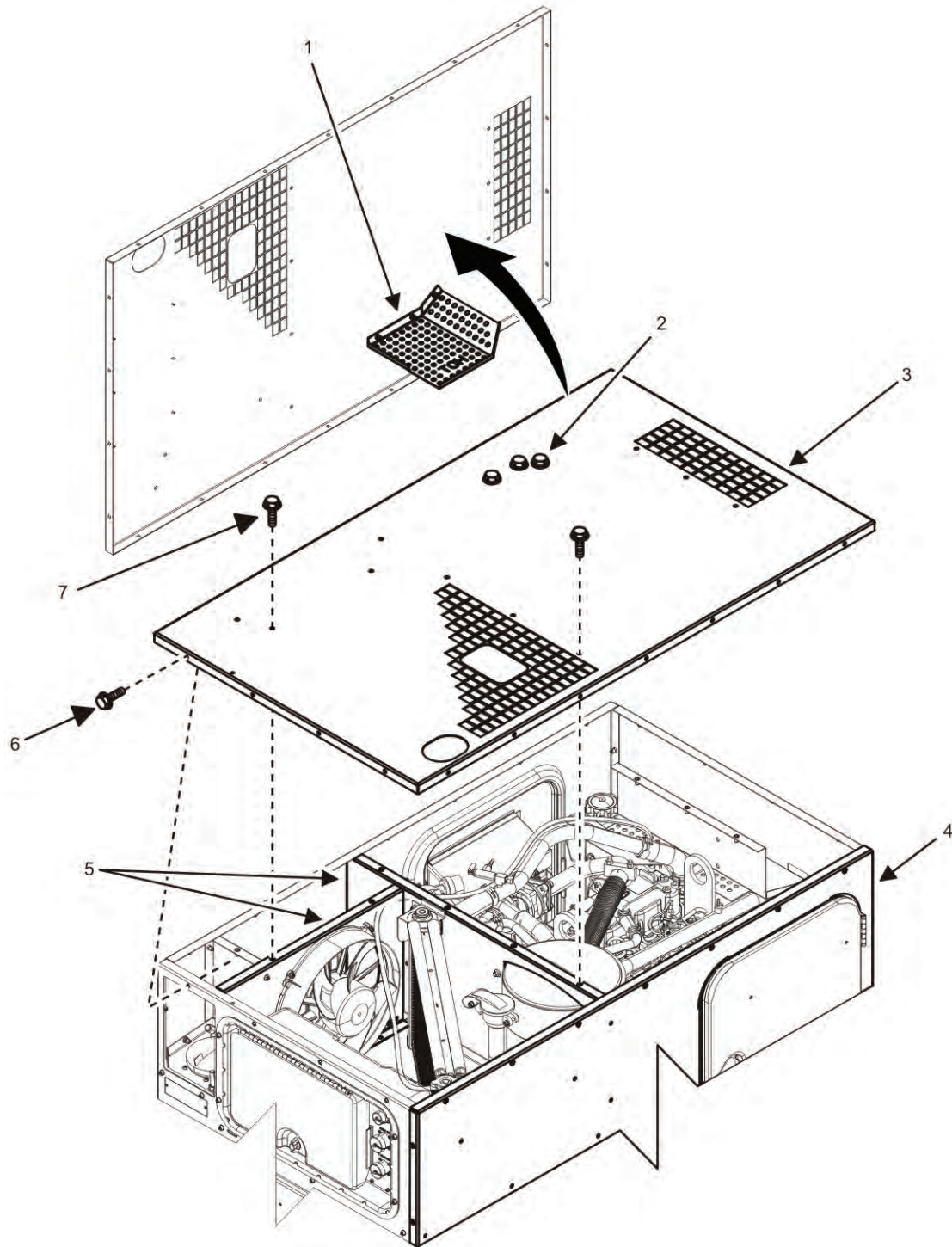


Figure 2. Top Body Panel Removal — Detail.

END OF TASK

Inspect Top Body Panel

1. Inspect top body panel (Figure 2, Item 3) for damage, cracks, or corrosion, and repair minor damage as required.
2. Replace top body panel (Figure 2, Item 3) if cracked or showing major damage.
3. Inspect screws (Figure 2, Items 2, 6, and 7) for damage and replace as required.
4. Inspect turbocharger heat shield (Figure 2, Item 1) on underside of top body panel (Figure 2, Item 3) for cracks, damage, or corrosion and repair minor damage as required.
5. Replace turbocharger heat shield (Figure 2, Item 1) if cracked, corroded, or showing major damage.

END OF TASK**Install Top Body Panel****NOTE**

The top body panel (Figure 2, Item 3) is large and awkward for one person to manage and will require an assistant to install.

1. Position top body panel (Figure 2, Item 3) on generator set (Figure 2, Item 4) and align mounting holes.
2. Install and finger-tighten 22 screws (Figure 2, Item 6) securing top body panel (Figure 2, Item 3) along perimeter of unit.
3. Install and finger-tighten 10 screws (Figure 2, Item 7) securing top body panel (Figure 2, Item 3) to internal bulkheads (Figure 2, Item 5) of unit.
4. Secure all screws installed in steps 2 and 3.
5. Install battery ground cable (WP 0036, Remove/Install Batteries).
6. Close generator set doors.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FRONT BODY PANEL

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Panel, enclosure, front (WP 0104, Repair Parts List, Figure 4, Item 20)

Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)

Grease, electrically conductive (WP 0163, Item 21)

Rag, wiping (2) (WP 0163, Item 32)

Strap, tie-down (3) (WP 0163, Item 35)

Personnel Required

91D (1)

Assistant (1)

References

WP 0022, Remove/Install Coolant Recovery System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Fuel filter/water separator removed from front body panel (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly)

Hoses removed from coolant recovery bottle (WP 0022, Remove/Install Coolant Recovery System)

Wires disconnected from NATO slave connector (WP 0039, Remove/Install NATO Slave Receptacle)

REMOVE/INSTALL FRONT BODY PANEL**WARNING**

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

Remove Access Panel

1. Loosen without removing nine screws (Figure 1, Item 2) of access panel (Figure 1, Item 3).
2. Move access panel (Figure 1, Item 3) upwards until screws (Figure 1, Item 2) are centered in circular part of key-hole openings (Figure 1, Item 4).

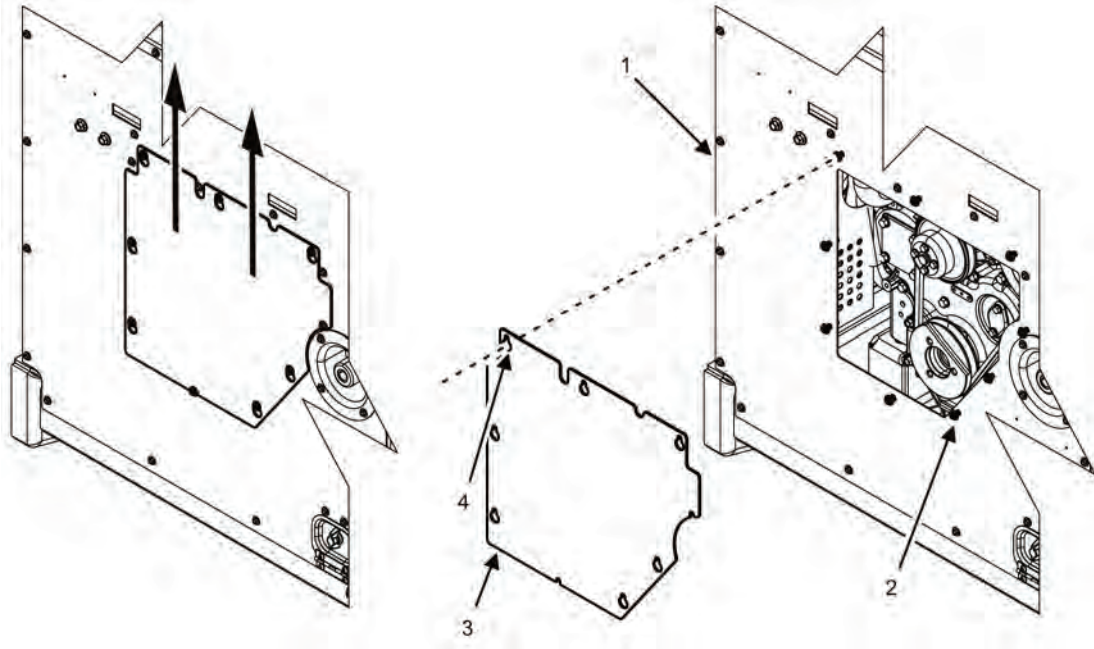


Figure 1. Remove Access Panel.

3. Remove access panel (Figure 1, Item 3).
4. Inspect access panel (Figure 1, Item 3) for damage and corrosion. Repair or replace as required.

END OF TASK

Install Access Panel

1. Position access panel's key-hole openings (Figure 1, Item 4) over screws (Figure 1, Item 2) on front panel (Figure 1, Item 1).
2. Slide access panel (Figure 1, Item 3) downwards until narrow portion of key-hole openings (Figure 1, Item 4) rest on screws (Figure 1, Item 2).
3. Tighten nine screws (Figure 1, Item 2).

END OF TASK

Remove Front Body Panel

CAUTION

When performing equipment conditions, wire ties should be used to secure fuel filter/water separator components to right-side body panel. Failure to comply may cause damage to equipment.

NOTE

Capture spilled fuel and dispose of with IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate front body panel assembly (Figure 1).

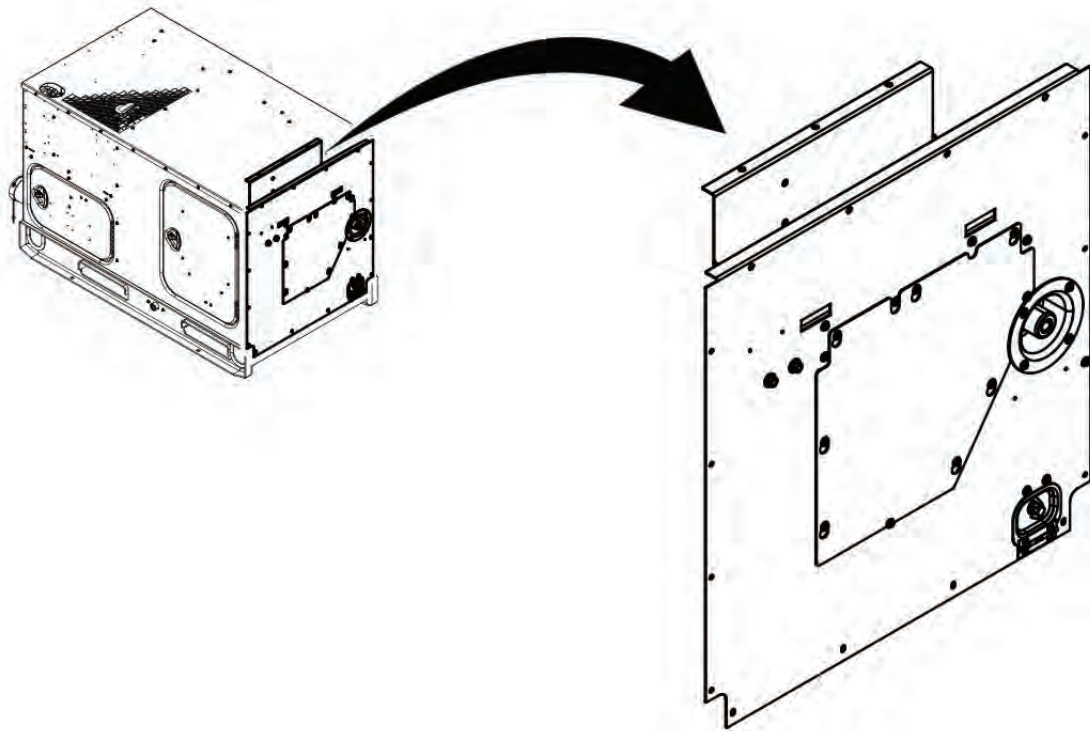


Figure 2. Front Body Panel — Location.

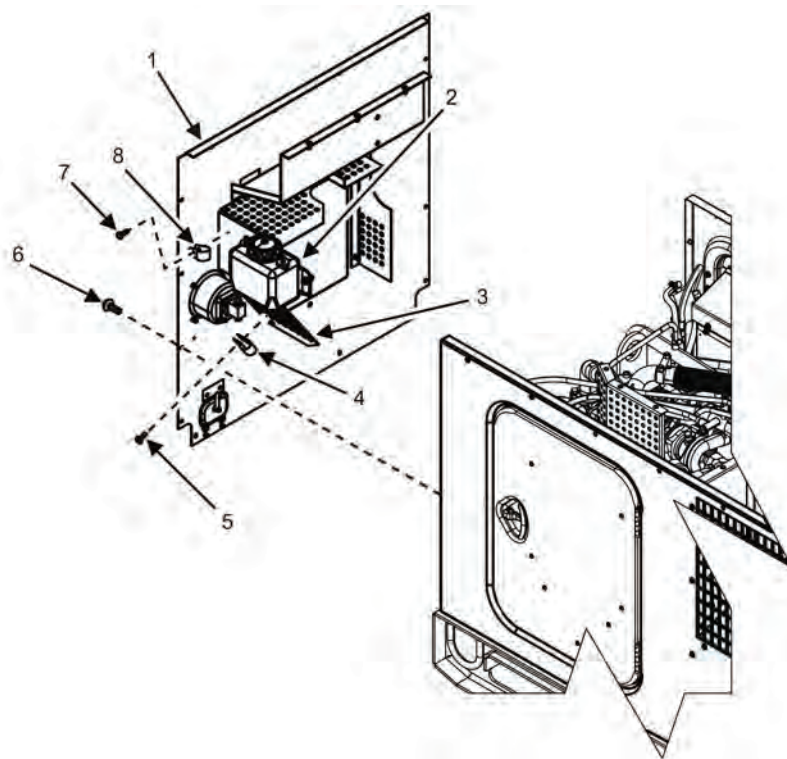


Figure 3. Front Body Panel — Removal/Installation.

NOTE

The access panel does not need to be removed to remove or install the front panel.

3. Remove 12 screws (Figure 3, Item 6) securing front body panel (Figure 3, Item 1) assembly to unit.

CAUTION

When the front body panel assembly is removed, the coolant recovery bottle (Figure 3, Item 1), NATO slave receptacle (Figure 3, Item 6), weather shield (Figure 3, Item 2), belt guards (Figure 3, Items 3 and 4), and ground rod door and striker (Figure 3, Item 5) will remain attached to the panel assembly. Handle the panel assembly carefully when removing. Failure to comply may cause damage to equipment.

Do not remove front body panel (Figure 3, Item 1) from unit before removing coolant recovery bottle hose clamps (Figure 3, Items 4 and 8) from left-side belt guard (Figure 3, Item 3). Failure to comply may cause damage to equipment.

4. Pull front body panel (Figure 3, Item 1) forward slowly without removing until coolant recovery bottle hose clamps (Figure 3, Items 4 and 8) are accessible.
5. Remove two coolant recovery bottle hose clamps (Figure 3, Items 4 and 8) by removing two bolts (Figure 3, Items 5 and 7) from left-side belt guard (Figure 3, Item 3).
6. Remove front body panel assembly (Figure 3, Item 1) from generator set and place on flat surface to avoid twisting.
7. Dispose of all captured fluids IAW local SOP.

END OF TASK

Inspect Front Body Panel

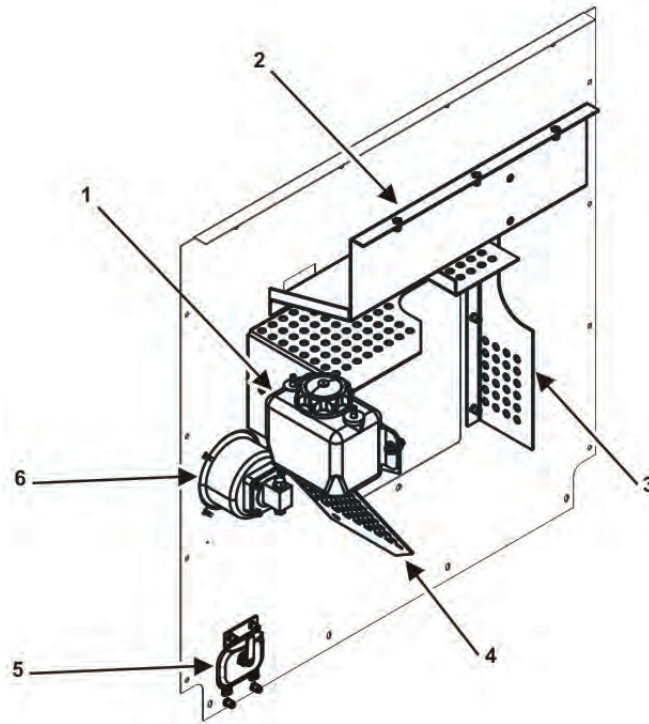


Figure 4. Front Body Panel — Reverse.

1. Inspect front body panel (Figure 3, Item 1) for damage or corrosion.
2. Repair minor damage or corrosion or replace as required.
3. Inspect weather shield (Figure 4, Item 2) for signs of obvious damage. Replace as required.
4. Inspect right-side belt guard (Figure 4, Item 3) for signs of obvious damage. Replace as required.
5. Inspect left-side belt guard (Figure 4, Item 4) for signs of obvious damage. Replace as required.
6. Inspect coolant recovery bottle (Figure 4, Item 1) attached to left-side belt guard (Figure 4, Item 4) for signs of obvious damage. Replace if damaged (WP 0022, Remove/Install Coolant Recovery System).
7. Inspect NATO slave receptacle (Figure 4, Item 6) for signs of obvious damage. Replace as required (WP 0039, Remove/Install NATO Slave Receptacle).
8. Inspect ground rod door and striker (Figure 4, Item 5) for signs of obvious damage. Replace components as required.

END OF TASK

Install Front Body Panel

1. Wipe down all components with wiping rags prior to installation.
2. Position front body panel (Figure 3, Item 1) to mounting location on unit.
3. Install two coolant recovery bottle hose clamps (Figure 3, Items 8 and 4) to left-side belt guard (Figure 3, Item 3) with two bolts (Figure 3, Items 5 and 7).
4. Install hoses to coolant recovery bottle (WP 0022, Remove/Install Coolant Recovery System).

-
5. Install fuel filter/water separator to front body panel (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
 6. Secure front body panel (Figure 3, Item 1) to generator set by installing 12 screws (Figure 3, Item 6).
 7. Connect wires to NATO slave receptacle positive and negative connections (WP 0039, Remove/Install NATO Slave Receptacle).
 8. Install battery ground cable (WP 0036, Remove/Install Batteries).
 9. Install top body panel (WP 0028, Remove/Install Top Body Panel).
 10. Close generator set doors.
 11. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 12. Start engine and check for proper operation (TM 9-6115-750-10).
 13. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL REAR BODY PANEL

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Panel, rear (WP 0104, Repair Parts List, Figure 4, Item 45)

Washer, lock (WP 0104, Figure 4, Item 33)

Tag, marker (WP 0163, Expendable and Durable Items List, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0034, Remove/Install Door

WP 0035, Repair Door

WP 0059, Remove/Install Convenience Receptacle

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

DCS panel removed (WP 0017, Remove/Install DCS)

REMOVE/INSTALL REAR BODY PANEL**NOTE**

Rear access door are attached to rear body panel. Rear body panel may be removed from the unit with or without the door attached. See WP 0034, Remove/Install Door for procedure to remove/install rear access door.

Remove Rear Body Panel

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate rear body panel (Figure 1).
3. Tag and disconnect all output cables from output box and withdraw cables through cable outlet (TM 9-6115-750-10).
4. Remove four screws (Figure 2, Item 1) securing left-side body panel to rear body panel (Figure 2, Item 3).
5. Remove eight screws (Figure 2, Item 2) securing rear body panel (Figure 2, Item 3) to right-side body panel and skid of unit.

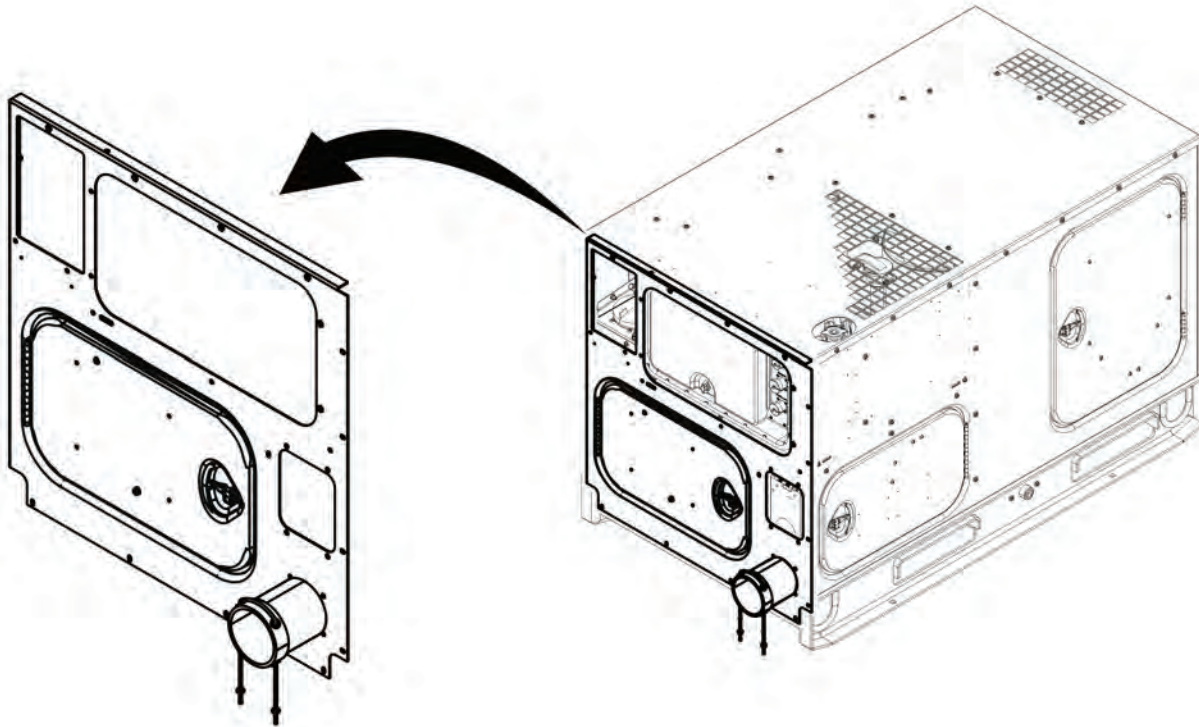


Figure 1. Rear Body Panel — Location.

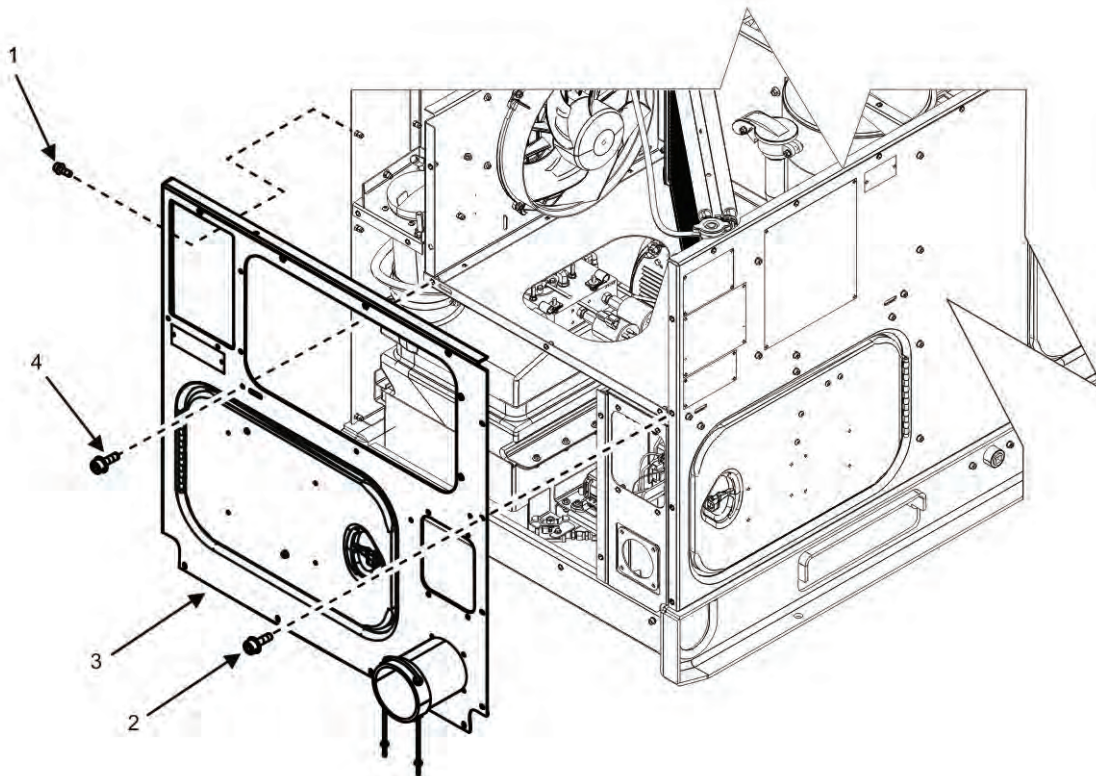


Figure 2. Rear Body Panel Removal — Detail.

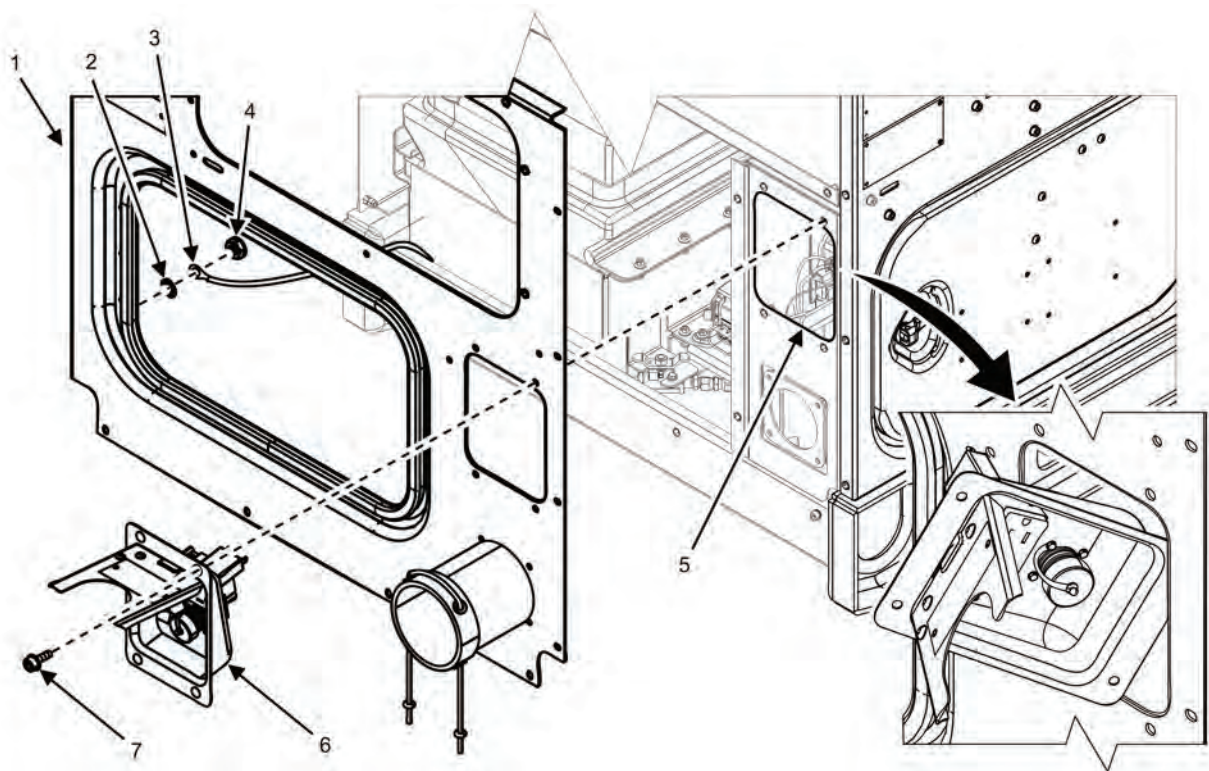


Figure 3. Convenience Receptacle Removal — Detail.

6. Remove four screws (Figure 3, Item 7) securing convenience receptacle (Figure 3, Item 6) to rear body panel (Figure 3, Item 1).
7. Disengage convenience receptacle (Figure 3, Item 6) from rear body panel (Figure 3, Item 1) carefully so as to not damage or stress any electrical connections.

CAUTION

When removing the final screws from the panel, be sure to support the panel and not allow it to fall. Failure to comply may cause damage to equipment.

8. Remove seven screws (Figure 2, Item 4) securing rear body panel (Figure 2, Item 3) to interior panels.
9. Remove rear body panel (Figure 2, Item 3) from unit, passing convenience receptacle (Figure 3, Item 6) diagonally through panel opening as panel is removed.
10. Remove nut (Figure 3, Item 4) securing ground wire (Figure 3, Item 3) to rear body panel (Figure 3, Item 1).
11. Remove ground wire (Figure 3, Item 3) from rear body panel (Figure 3, Item 1) and discard lock washer (Figure 3, Item 2).
12. Place rear body panel (Figure 3, Item 1) on suitable work surface.
13. Place convenience receptacle (Figure 3, Item 6) at its mounting location and install a single hex socket head screw to hold receptacle in place against output box (Figure 3, Item 5).

END OF TASK

Inspect Rear Body Panel

1. Inspect rear body panel (Figure 2, Item 3) for damage or corrosion.

2. Repair minor damage and corrosion as required.
3. Replace rear body panel if major damage or corrosion are present.
4. Inspect door and repair or replace as required (WP 0034, Remove/Install Door or WP 0035, Repair Door).
5. Inspect convenience receptacle for damage and replace if damaged (WP 0059, Remove/Install Convenience Receptacle).
6. Inspect all mounting screws and replace as required.

END OF TASK**Install Rear Body Panel****NOTE**

The left edge of the rear body panel mounts beneath the edge of the left-side body panel.

1. Remove screw (Figure 3, Item 7) securing convenience receptacle (Figure 3, Item 6) to output box (Figure 3, Item 5).
2. Place rear body panel (Figure 2, Item 3) on unit allowing convenience receptacle (Figure 3, Item 6) to pass diagonally out through receptacle opening in panel.
3. Install new lock washer (Figure 3, Item 2), ground wire (Figure 3, Item 3), and nut (Figure 3, Item 4) to rear body panel (Figure 3, Item 1).
4. Position rear body panel (Figure 3, Item 1) at mounting holes.
5. Install and finger-tighten seven screws (Figure 2, Item 4) securing rear body panel (Figure 2, Item 3) to interior panels.
6. Install and finger-tighten eight screws (Figure 2, Item 2) securing rear body panel (Figure 2, Item 3) to perimeter of unit.
7. Install and finger-tighten four screws (Figure 3, Item 7) securing convenience receptacle (Figure 3, Item 6) to rear body panel (Figure 3, Item 1).
8. Install and finger-tighten four screws (Figure 2, Item 1) securing left-side body panel (not shown) to rear body panel (Figure 2, Item 3).
9. Tighten all screws (Figure 2, Items 1, 2, and 4).
10. Install DCS control panel (WP 0017, Remove/Install DCS).
11. Install top body panel (WP 0028, Remove/Install Top Body Panel).
12. Install all output cables to proper locations in output box (TM 9-6115-750-10).
13. Install battery ground cable (WP 0036, Remove/Install Batteries).
14. Close generator set doors.
15. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
16. Start engine and check for proper operation (TM 9-6115-750-10).
17. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL LEFT-SIDE BODY PANEL

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Panel, left (WP 0104, Repair Parts List, Figure 4, Item 73)

Washer, lock (WP 0104, Item 33)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Personnel Required

91D (1)

Assistant (1)

References

WP 0034, Remove/Install Door

WP 0035, Repair Door

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cooled

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

REMOVE/INSTALL LEFT-SIDE BODY PANEL**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Remove Left-Side Body Panel

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate left-side body panel (Figure 1).

NOTE

Left-side door is attached to left-side body panel. Left-side body panel may be removed from unit with or without left-side door attached. See WP 0034, Remove/Install Door for procedure to remove and install door.

3. Remove four hex head screws (Figure 2, Item 13) securing battery-side edge of front body panel (Figure 2, Item 14).
4. Remove six hex head screws (Figure 2, Item 12) underneath left-side body panel (Figure 2, Item 6) securing panel to unit skid.

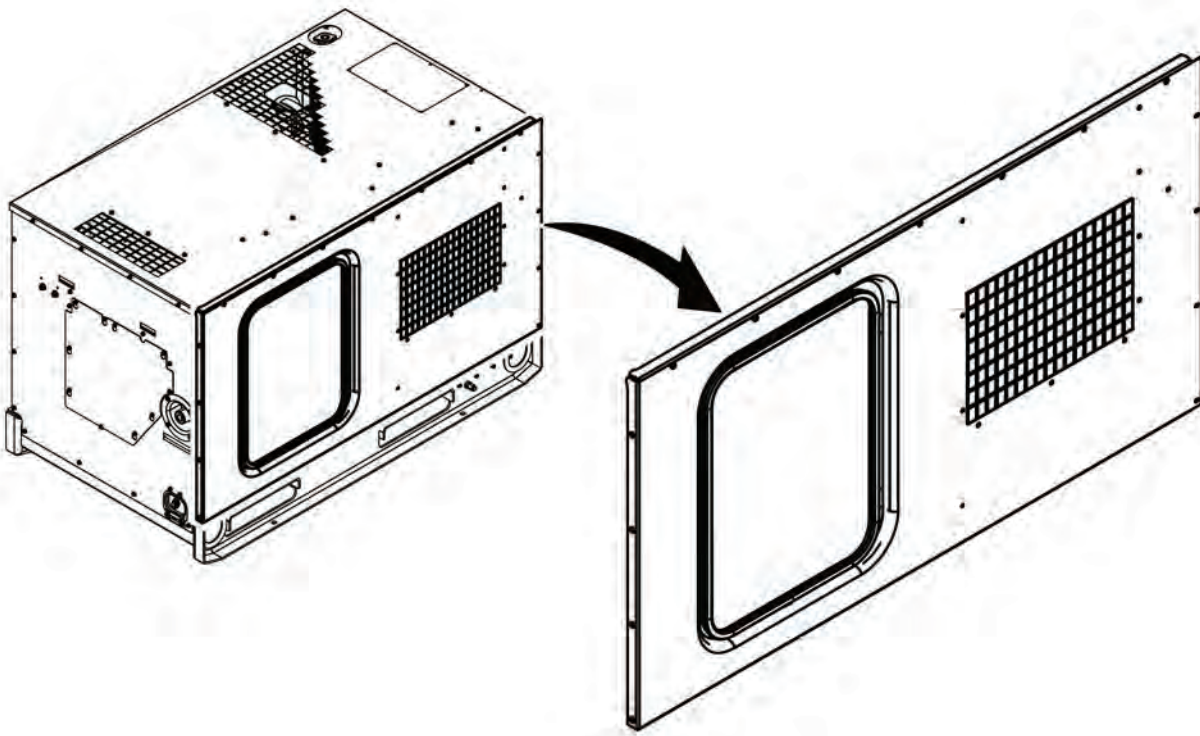


Figure 1. Left-Side Body Panel — Location.

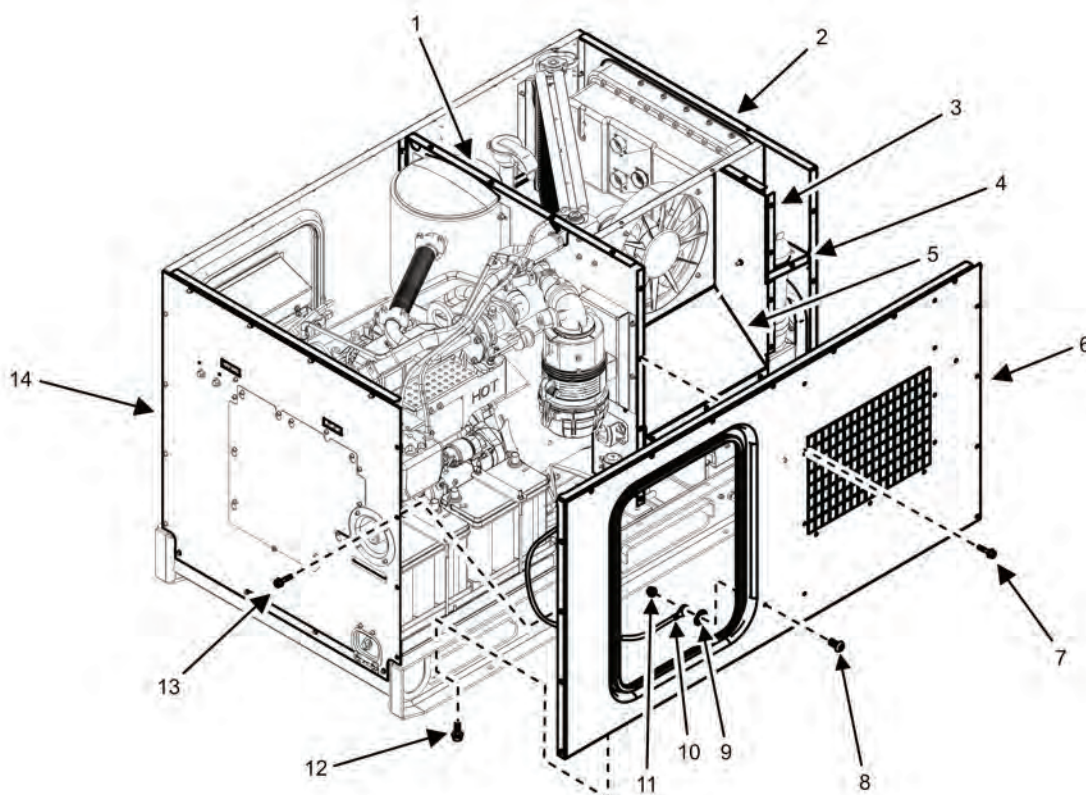


Figure 2. Left-Side Body Panel — Removal.

5. Remove four hex head screws (Figure 2, Item 7) securing left-side body panel (Figure 2, Item 6) to rear body panel (Figure 2, Item 2).
6. Remove one hex head screw (Figure 2, Item 7) securing left-side body panel (Figure 2, Item 6) to fuel system bracket around fuel filler neck (Figure 2, Item 4).
7. Remove four hex head screws (Figure 2, Item 7) securing left-side body panel (Figure 2, Item 6) to fuel system panel (Figure 2, Item 3) behind fuel filler neck (Figure 2, Item 4).
8. Remove seven hex head screws (Figure 2, Item 7) securing left-side body panel (Figure 2, Item 6) to internal bulkhead (Figure 2, Item 1) and fuel tank guard (Figure 2, Item 5).
9. Remove screw (Figure 2, Item 8), lock washer (Figure 2, Item 9), wires (Figure 2, Item 10), and nut (Figure 2, Item 11) from left-side body panel (Figure 2, Item 6). Discard lock washer (Figure 2, Item 9).
10. Remove left-side body panel (Figure 2, Item 6) from unit and place on suitable work surface.

END OF TASK

Inspect Left-Side Body Panel

1. Inspect left-side body panel for damage or corrosion and repair or replace panel as required.
2. Inspect panel door for damage or corrosion and repair or replace as required (WP 0035, Repair Door).

3. Replace left-side body panel (Figure 2, Item 6) if significant damage or corrosion is present.
4. Inspect hardware for damage or corrosion and replace as required.

END OF TASK**Install Left-Side Body Panel**

1. Position left-side body panel (Figure 2, Item 6) at mounting location on unit.
2. Install screw (Figure 2, Item 8), new lock washer (Figure 2, Item 9), wires (Figure 2, Item 10), and nut (Figure 2, Item 11) to left-side body panel (Figure 2, Item 6).

NOTE

Install body panel hex head screws finger tight at first to allow repositioning of panel during installation.

3. Install seven hex head screws (Figure 2, Item 7) finger-tight to secure left-side body panel (Figure 2, Item 6) to internal bulkhead (Figure 2, Item 1) and fuel tank guard (Figure 2, Item 5).
4. Install four hex head screws (Figure 2, Item 7) finger-tight to secure left-side body panel (Figure 2, Item 6) to fuel system panel (Figure 2, Item 3) behind fuel filler neck (Figure 2, Item 4).
5. Install six hex head screws (Figure 2, Item 12) finger-tight to secure bottom of left-side body panel (Figure 2, Item 6) to unit skid.
6. Install one hex head screw (Figure 2, Item 7) finger-tight to secure left-side body panel (Figure 2, Item 6) to fuel system bracket around fuel filler neck (Figure 2, Item 4).
7. Install four hex head screws (Figure 2, Item 7) finger-tight to secure left-side body panel (Figure 2, Item 6) to rear body panel (Figure 2, Item 2).
8. Install four hex head screws (Figure 2, Item 13) finger-tight to secure left-side body panel (Figure 2, Item 6) to battery-side edge of front body panel (Figure 2, Item 14).
9. Tighten all 26 hex head screws securely.
10. Install top body panel (WP 0028, Remove/Install Top Body Panel).
11. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
12. Close all doors on generator set.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL RIGHT-SIDE BODY PANEL

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Panel, right (WP 0104, Repair Parts List, Figure 4, Item 70)

Washer, lock (2) (WP 0104, Figure 4, Item 33)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Personnel Required

91D (1)

Assistant (1)

References

WP 0034, Remove/Install Door

WP 0035, Repair Door

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005) Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

REMOVE/INSTALL RIGHT-SIDE BODY PANEL**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

Remove Right-Side Body Panel

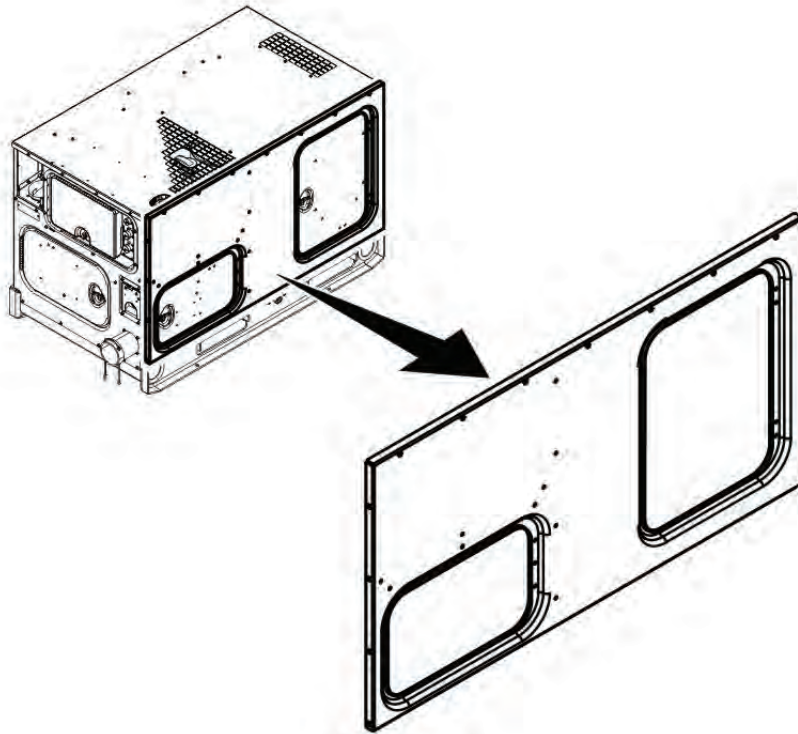
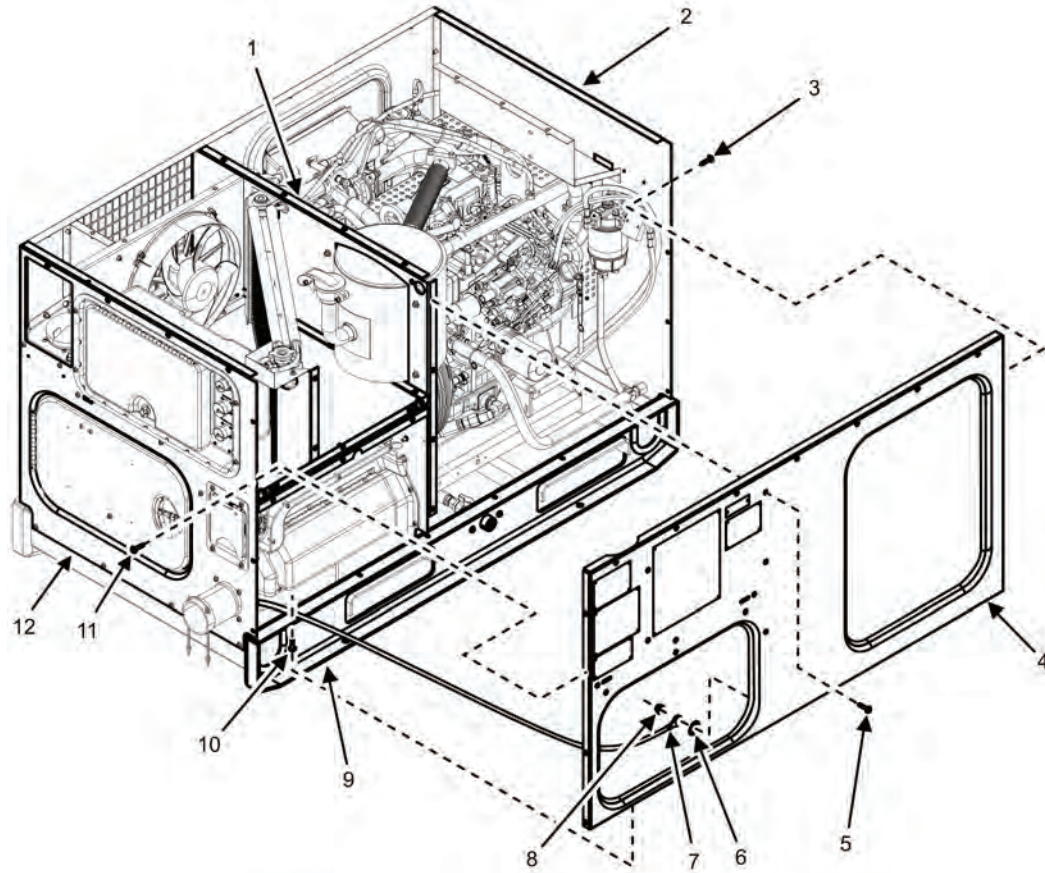


Figure 1. Right-Side Body Panel — Location.

NOTE

Output terminal door and right-side door are attached to right-side body panel (Figure 1). Right-side body panel may be removed from the unit with or without doors attached. See WP 0034 Remove/Install Door for procedure to remove/install unit access doors. Figure 2 shows the right-side body panel with the doors removed.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Remove four screws (Figure 2, Item 11) joining rear body panel (Figure 2, Item 12) with right-side body panel (Figure 2, Item 4).
3. Remove four screws (Figure 2, Item 3) joining front body panel (Figure 2, Item 2) to right-side body panel (Figure 2, Item 4).
4. Remove six screws (Figure 2, Item 10) securing right-side body panel (Figure 2, Item 4) to skid (Figure 2, Item 9).
5. Remove 12 screws (Figure 2, Item 5) securing right-side body panel (Figure 2, Item 4) to interior body panels (Figure 2, Item 1).
6. Remove nut (Figure 2, Item 8) and lock washer (Figure 1, Item 6) securing ground wire (Figure 2, Item 7) to right-side body panel (Figure 2, Item 4).
7. Remove ground wire (Figure 2, Item 7) from right-side body panel (Figure 2, Item 4). Discard lock washer (Figure 2, Item 6) and reattach nut (Figure 2, Item 8) to right-side body panel (Figure 2, Item 4).



Legend

- | | |
|--------------------------|---------------------|
| 1. Interior Body Panels | 11. Screw |
| 2. Front Body Panel | 12. Rear Body Panel |
| 3. Screw | |
| 4. Right-side Body Panel | |
| 5. Screw | |
| 6. Lock Washer | |
| 7. Ground Wire | |
| 8. Nut | |
| 9. Skid | |
| 10. Screw | |

Figure 2. Right-Side Body Panel — Removal.

NOTE

The upper output box cover is attached to the inside of the output box door and will be removed whenever the output box door is removed.

8. Remove right-side body panel (Figure 2, Item 4) from unit and place on suitable work surface.

END OF TASK

Inspect Right-Side Panel

1. Check right-side body panel (Figure 2, Item 4) for damage or corrosion.
2. Repair minor damage or corrosion as required.
3. Replace right-side body panel (Figure 2, Item 4) if substantial damage or corrosion is present.
4. Replace or repair doors as required (WP 0034, Remove/Install Door or WP 0035, Repair Door).

END OF TASK**Install Right-Side Body Panel****NOTE**

Left-hand edge overlap of right-side body panel slides under rear body panel for installation.
Right-hand edge overlap fits over front body panel.

1. Position right-side body panel (Figure 2, Item 4) on unit and align mounting holes.
2. Install ground wire (Figure 2, Item 7) with nut (Figure 2, Item 8) and new lock washer (Figure 2, Item 6) to right-side body panel (Figure 2, Item 4).
3. Install and finger-tighten 12 screws (Figure 2, Item 5) securing right-side body panel (Figure 2, Item 4) to interior body panels (Figure 2, Item 1).
4. Install and finger-tighten six screws (Figure 2, Item 10) securing right-side body panel (Figure 2, Item 4) to unit skid (Figure 2, Item 9).
5. Install and finger-tighten four screws (Figure 2, Item 3) securing right-side body panel (Figure 2, Item 4) to front body panel (Figure 2, Item 2).
6. Install and finger-tighten four screws (Figure 2, Item 11) securing right-side body panel (Figure 2, Item 4) to rear body panel (Figure 2, Item 12).
7. Secure all screws installed.
8. Install top body panel (WP 0028, Remove/Install Top Body Panel).
9. Install battery ground cable (WP 0036, Remove/Install Batteries).
10. Close generator set doors.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
 REMOVE/INSTALL INTERIOR BODY PANELS

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Crossmember, enclosure (WP 0104, Repair Parts List, Figure 4, Item 78)

Duct, air, fan (WP 0104, Figure 4, Item 74)

Panel, air baffle (WP 0104, Figure 4, Item 77)

Panel, support (WP 0104, Figure 4, Item 75)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Rag, wiping (3) (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

References

WP 0020, Service Air Cleaner WP 0023, Remove/Install Cooling Fan

WP 0027, Remove/Install Radiator Assembly

WP 0037, Remove/Install Main DC Circuit Breaker

WP 0038, Remove/Install Intake Air Heater Relay

WP 0077, Remove/Install Muffler

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

REMOVE/INSTALL INTERIOR PANELS
CAUTION

Panels (Figure 1) must be removed in sequence as written in this document, and installed in the reverse sequence. Failure to comply may result in equipment damage.

Remove Fuel System Panel

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fuel system panel (Figure 1).

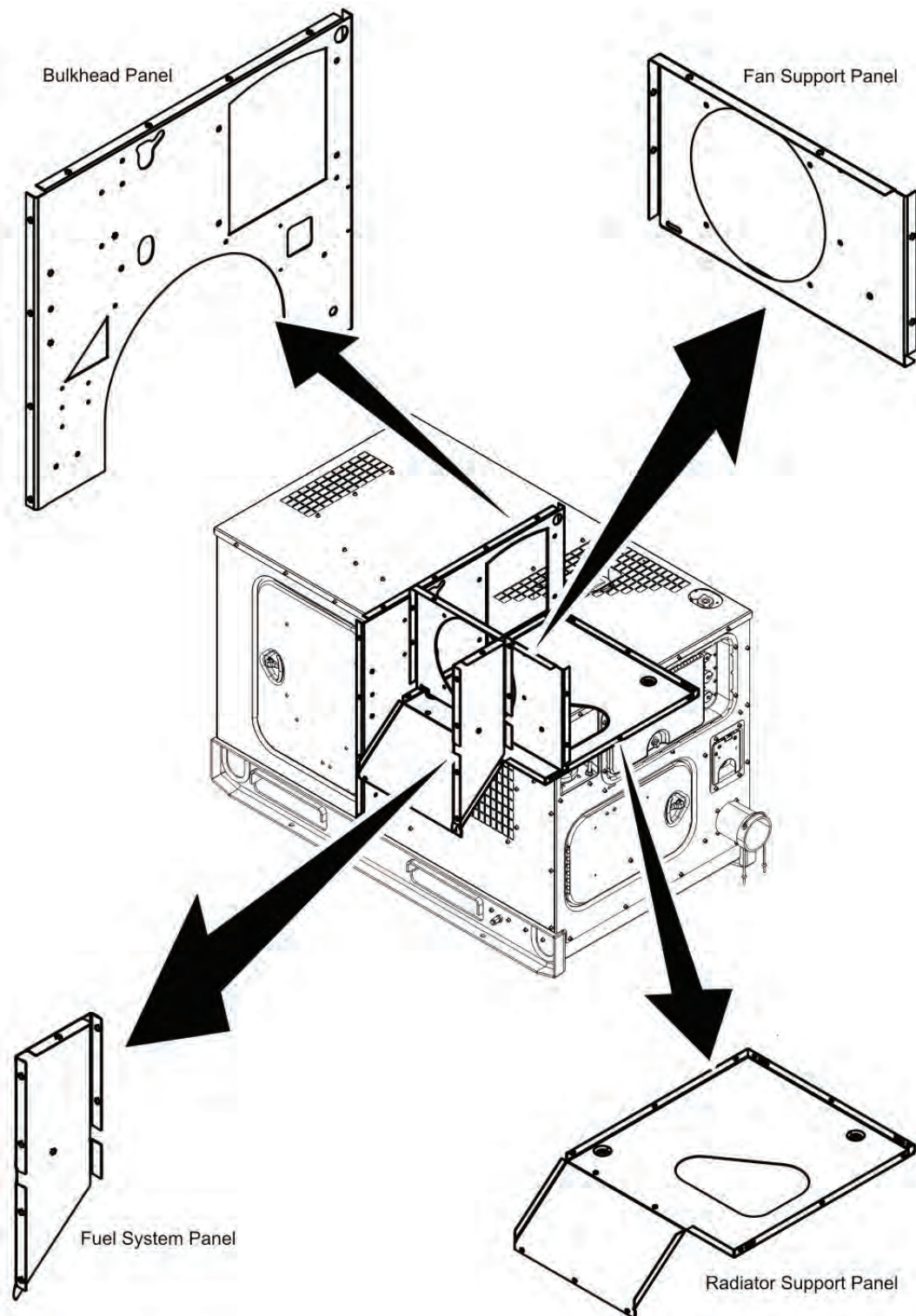


Figure 1. Interior Panel — Locations.

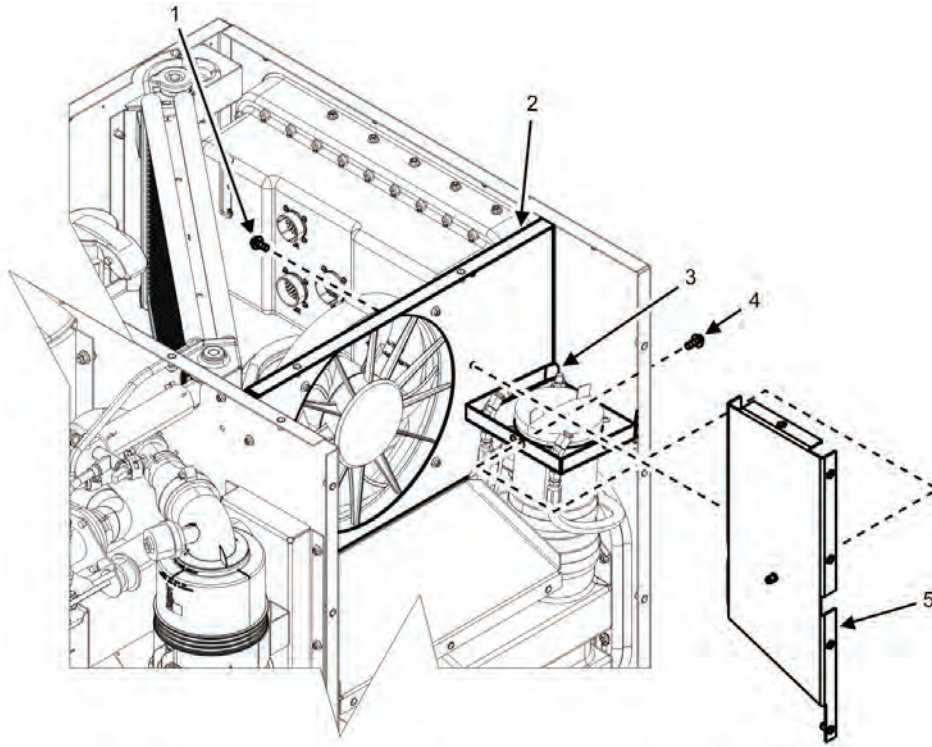


Figure 2. Fuel System Panel.

3. Remove two screws (Figure 2, Item 1) securing fuel system panel (Figure 2, Item 5) to fan support panel (Figure 2, Item 2).
4. Remove one screw (Figure 2, Item 4) securing fuel system panel (Figure 2, Item 5) to fuel system bracket (Figure 2, Item 3).
5. Remove fuel system panel (Figure 2, Item 5) from unit.

END OF TASK

Inspect Fuel System Panel

1. Inspect fuel system panel (Figure 2, Item 5) for cracks, weakness, damage from heat, and other obvious signs of damage.
2. Replace fuel system panel (Figure 2, Item 5) as required.

END OF TASK

Install Fuel System Panel

NOTE

Brace the fuel system panel (Figure 2, Item 5) while installing screws (Figure 2, Item 1) securing the fuel system panel (Figure 2, Item 5) to fan support panel (Figure 2, Item 2) and fuel system bracket (Figure 2, Item 3) located right of fuel filler cap.

1. Position fuel system panel (Figure 2, Item 5) in unit, ensuring proper orientation and align mounting holes.
2. Install one screw (Figure 2, Item 4) to secure the fuel system panel (Figure 2, Item 5) to fuel system bracket (Figure 2, Item 3) located right of fuel filler cap finger-tight.

3. Install two screws (Figure 2, Item 1) that secure the fuel system panel (Figure 2, Item 5) to fan support panel (Figure 2, Item 2) finger-tight.
4. Tighten three screws (Figure 2, Items 1 and 4) installed in steps 2 and 3.
5. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
6. Install top body panel (WP 0028, Remove/Install Top Body Panel).
7. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
8. Close generator set doors.
9. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
10. Start engine and check for proper operation.
11. Repair as required.

END OF TASK

Remove Fan Support Panel

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fan support panel (Figure 1).
3. Remove fuel system panel (Figure 2, Item 5) (see Remove Fuel System Panel task).
4. Remove cooling fan (WP 0023, Remove/Install Cooling Fan).
5. Remove air cleaner assembly (WP 0020, Service Air Cleaner) to remove end bolt.
6. Remove two screws (Figure 3, Item 1) securing fan support panel (Figure 3, Item 3) to unit bulkhead (Figure 3, Item 2).
7. Remove three screws (Figure 3, Item 4) securing fan support panel (Figure 3, Item 3) to radiator support panel (Figure 3, Item 5).
8. Remove one screw from fuel system bracket (Figure 2, Item 3) (WP 0049, Remove/Install Fuel Tank Filler Neck).
9. Remove fan support panel (Figure 3, Item 3) from unit and place on suitable work surface.

END OF TASK

Inspect Fan Support Panel

1. Inspect fan support panel (Figure 3, Item 3) for cracks, weakness, damage from heat, and other obvious signs of damage.
2. Replace fan support panel (Figure 3, Item 3) as required.

END OF TASK

Install Fan Support Panel

1. Position fan support panel (Figure 3, Item 3) in unit, ensuring proper orientation and align mounting holes.

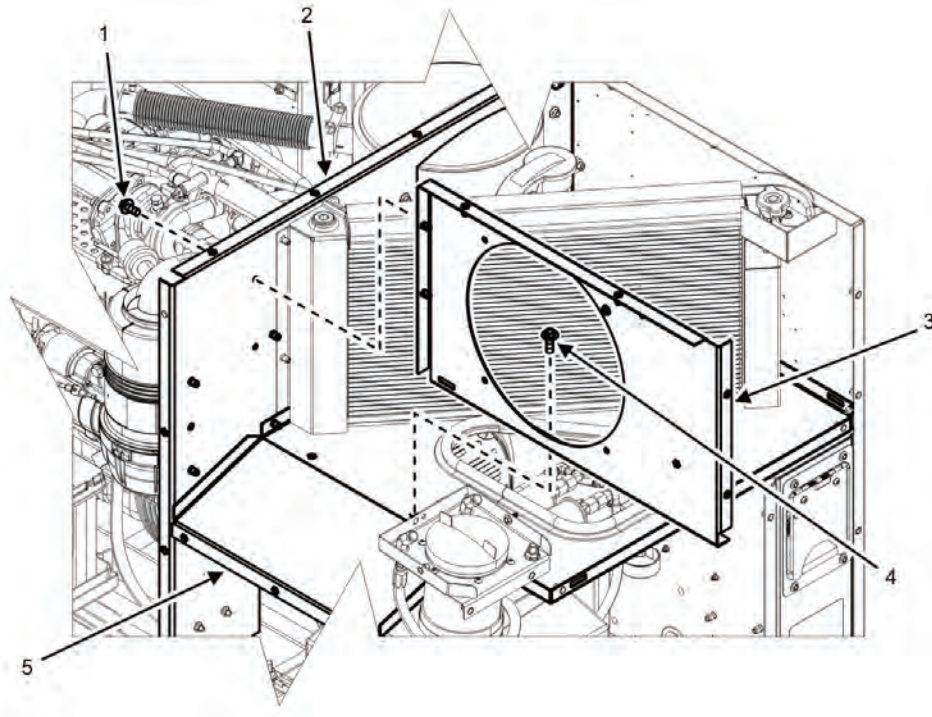


Figure 3. Remove Fan Support Panel.

NOTE

Brace the fan support panel (Figure 3, Item 3) while installing screws (Figure 3, Item 1) securing the fan support panel (Figure 3, Item 3) to unit bulkhead (Figure 3, Item 2) and radiator support panel (Figure 3, Item 5).

2. Secure fan support panel (Figure 3, Item 3) to unit bulkhead (Figure 3, Item 2) by installing two screws (Figure 3, Item 1) finger-tight.
3. Secure fan support panel (Figure 3, Item 3) to radiator support panel (Figure 3, Item 5) by installing three screws (Figure 3, Item 4) finger-tight.
4. Tighten five screws (Figure 3, Items 1 and 4) installed in steps 2 and 3.
5. Install cooling fan (WP 0023, Remove/Install Cooling Fan).
6. Install fuel system panel (Figure 2, Item 5) (see Install Fuel System Panel task).

END OF TASK

Remove Radiator Support Panel

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate radiator support panel (Figure 1).
3. Remove fan support panel (Figure 2, Item 2) (see Remove Fan Support Panel task).
4. Remove the radiator (WP 0027, Remove/Install Radiator Assembly).

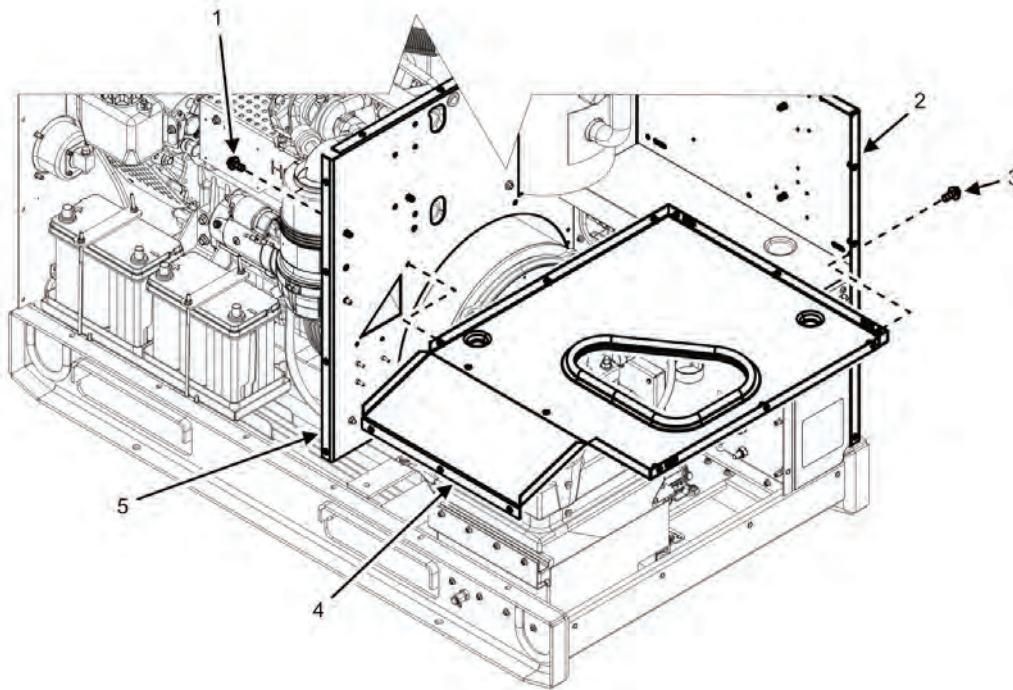


Figure 4. Remove Radiator Support Panel.

NOTE

Brace the radiator support panel (Figure 4, Item 4) while removing screws (Figure 4, Items 1 and 3) from right-side body (Figure 4, Item 2) and bulkhead panel (Figure 4, Item 5).

5. Remove three screws (Figure 4, Item 1) securing radiator support panel (Figure 4, Item 4) to bulkhead panel (Figure 4, Item 5).
6. Remove three screws (Figure 4, Item 3) securing radiator support panel (Figure 4, Item 4) to right-side body panel (Figure 4, Item 2).
7. Remove radiator support panel (Figure 4, Item 4) from unit and place on suitable work surface.

END OF TASK

Inspect Radiator Support Panel

1. Inspect radiator support panel (Figure 4, Item 4) for cracks, weakness, damage from heat, and other obvious signs of damage.
2. Replace radiator support panel (Figure 4, Item 4) as required.

END OF TASK

Install Radiator Support Panel

1. Position radiator support panel (Figure 4, Item 4) to mounting location in unit and align mounting holes.
2. Secure radiator support panel (Figure 4, Item 4) to bulkhead panel (Figure 4, Item 5) by installing three screws (Figure 4, Item 1) finger-tight.

3. Secure radiator support panel (Figure 4, Item 4) to right-side body panel (Figure 4, Item 2) by installing three screws (Figure 4, Item 3) finger-tight.
4. Tighten screws (Figure 4, Items 1 and 3) installed in steps 2 and 3.
5. Install radiator (WP 0027, Remove/Install Radiator Assembly).
6. Install fan support panel (Figure 2, Item 2) (see Install Fan Support Panel task).

END OF TASK

Remove Bulkhead Panel

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate bulkhead panel (Figure 1).
3. Remove radiator panel (see Remove Radiator Support Panel task).
4. Remove muffler (WP 0077, Remove/Install Muffler).
5. Remove air cleaner assembly (WP 0020, Service Air Cleaner).
6. Remove main DC circuit breaker from bulkhead panel (Figure 5, Item 2) (WP 0037, Remove/Install Main DC Circuit Breaker).
7. Remove intake air heater relay from bulkhead panel (Figure 5, Item 2) (WP 0038, Remove/Install Intake Air Heater Relay).
8. Remove winterization kit exhaust tube (Figure 5, Item 4), if installed, from opening in top of bulkhead panel (Figure 5, Item 2).
9. Open right-side front door and remove screw (Figure 5, Item 5) and handle (Figure 5, Item 6) from bulkhead panel (Figure 5, Item 2).

CAUTION

Bulkhead panel (Figure 5, Item 2) is left with little support after screws are removed from left- and right-side door panels. Have assistant support bulkhead panel (Figure 5, Item 2) as screws are being removed.

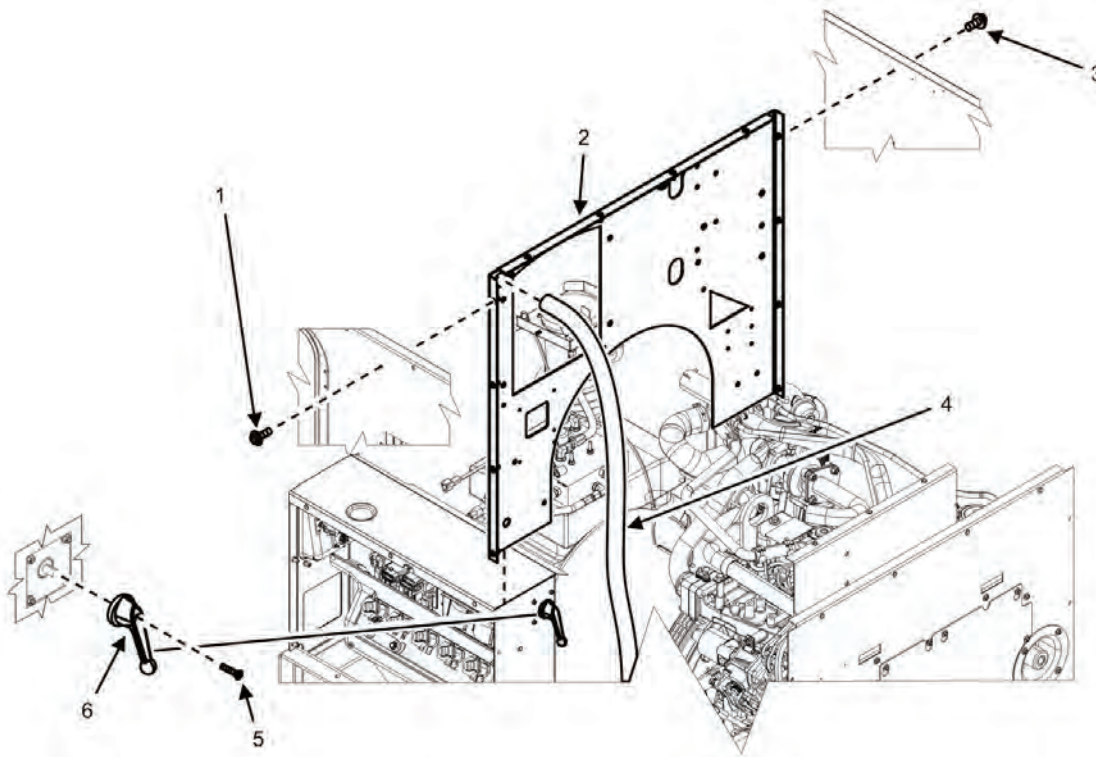
10. Remove two screws holding bulkhead to terminal output box Winterization Kit Bracket.
11. Remove four screws (Figure 5, Item 3) that secure bulkhead panel (Figure 5, Item 2) to left-side door panel (phantom) (WP 0031, Remove/Install Left-Side Body Panel).
12. Remove four screws (Figure 5, Item 1) that secure bulkhead panel (Figure 5, Item 2) to right-side door panel (phantom) (WP 0031, Remove/Install Right-Side Body Panel).
13. Remove bulkhead panel (Figure 5, Item 2) from unit and place on suitable work surface.

END OF TASK

Inspect Bulkhead Panel

1. Inspect bulkhead panel (Figure 5, Item 2) for cracks, weakness, damage from heat, and other obvious signs of damage.
2. Repair minor damage or replace bulkhead panel (Figure 5, Item 2) as required.

END OF TASK

Install Bulkhead Panel**Figure 5. Remove Bulkhead Panel.**

1. Position bulkhead panel (Figure 5, Item 2) to left- and right-side door panels (phantom), ensure proper orientation, and align the mounting holes.
2. Secure bulkhead panel (Figure 5, Item 2) to right-side door panel (phantom) by installing four screws (Figure 4, Item 1) finger-tight.
3. Secure bulkhead panel (Figure 5, Item 2) to left-side door panel (phantom) by installing four screws (Figure 4, Item 3) finger-tight.
4. Tighten eight screws (Figure 5, Items 1 and 3) installed in steps 2 and 3.
5. Position handle (Figure 5, Item 6) to its mounting position on the AC reconnection switch at bulkhead panel (Figure 5, Item 2) and secure by installing screw (Figure 5, Item 5).
6. Position winterization kit exhaust tube, if installed, to mounting location on bulkhead panel (Figure 5, Item 2).
7. Secure intake air heater relay to bulkhead panel (Figure 5, Item 2) (WP 0038, Remove/Install Intake Air Heater Relay).
8. Secure main DC circuit breaker to bulkhead panel (Figure 5, Item 2) (WP 0037, Remove/Install Main DC Circuit Breaker).
9. Install air cleaner assembly (WP 0020, Service Air Cleaner).
10. Install muffler (WP 0077, Remove/Install Muffler).
11. Install radiator support panel (Figure 3, Item 5) (see Remove Radiator Support Panel task).

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL DOOR

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Brace, door stay, bottom (WP 0104, Repair Parts List, Figure 4, Item 27)

Brace, door stay, top (WP 0104, Figure 4, Item 26)

Bracket, left and right door stay (WP 0104, Figure 4, Item 57)

Bracket, output box door stay (WP 0104, Figure 4, Item 46)

Bracket, rear door (WP 0104, Figure 4, Item 23)

Door, assembly (WP 0104, Figure 4, Item 35)

Door, assembly, right and left (WP 0104, Figure 4, Item 59)

Door, output box assembly (WP 0104, Figure 4, Item 49)

Materials/Parts

Link, door (WP 0104, Figure 4, Item 24)

Washer, lock (8) (WP 0104, Figure 4, Item 33)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Personnel Required

91D (1)

References

WP 0035, Repair Door

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cooled

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL UNIT DOOR**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

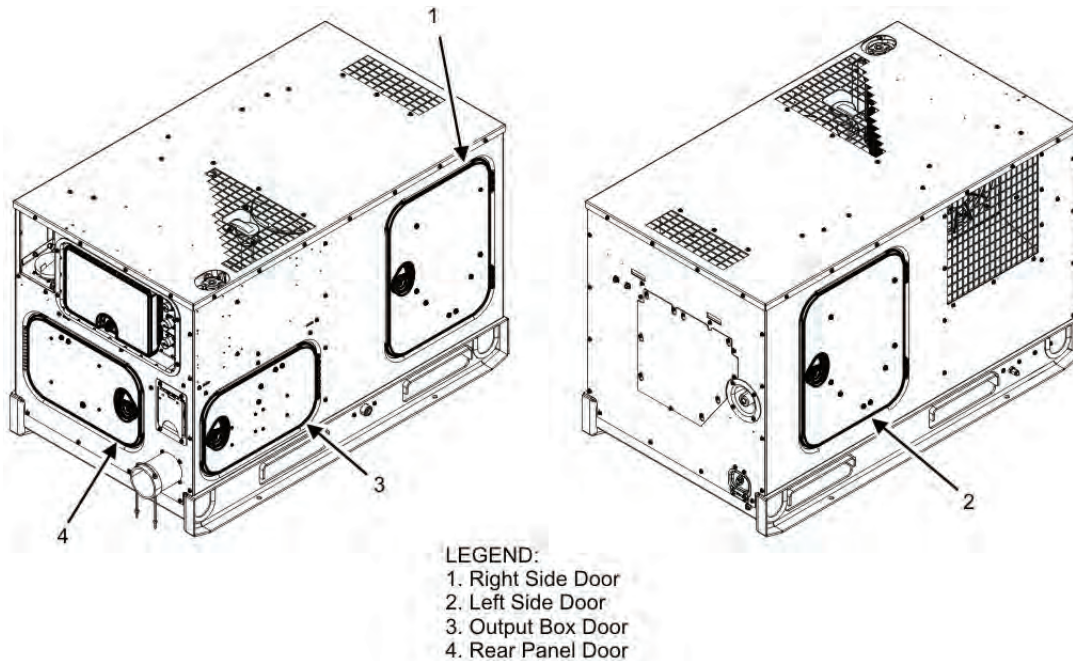


Figure 1. Door — Locations.

NOTE

Four doors (Figure 1) are installed on the AMMPS 10 kW generator set. Each door may be removed with its corresponding body panel installed or removed from generator set. Door hinges on the generator set vary; some doors have two hinges and some have only one. The doors with only one hinge also vary with respect to attaching hardware. The procedures provided in this WP are for a door with two hinges. Hinge remove, inspection, and install procedures are the same for each door with the exception of hinge mounting hardware quantities (WP 0035, Repair Door).

Each door is secured in closed position by a latch. Remove and install procedures are the same for all latches (WP 0035, Repair Door).

Each door has a door stay with locking link to hold door in the open position. On doors with one hinge, the door stay is mounted at top of door; on doors with two hinges, the door stay is mounted at bottom of door. Mounting brackets for door stays are different depending on mounting location. Verify correct repair parts before beginning maintenance. Remove and install procedures are the same for all door stays (WP 0035, Repair Door).

Remove Unit Door

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open and support door (Figure 2, Item 6) to be removed.
3. Remove nut (Figure 2, Item 9) and two washers (Figure 2, Item 7 and 10) from hex shoulder bolt (Figure 2, Item 5) securing door stay (Figure 2, Item 11) to door stay bracket (Figure 2, Item 8).

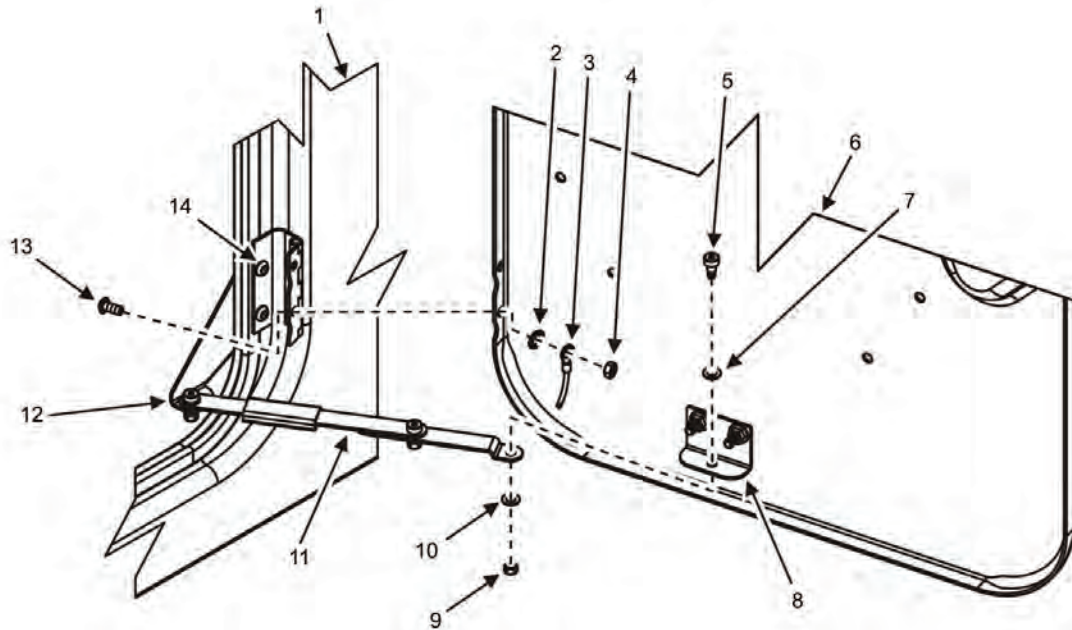


Figure 2. Remove/Install Door.

NOTE

One of the four hinge screws (Figure 2, Item 13) and nuts (Figure 2, Item 4) also secures ground wire (Figure 2, Item 3) to door (Figure 2, Item 6).

4. Remove four screws (Figure 2, Item 13) and four nuts (Figure 2, Item 4) securing door (Figure 2, Item 6) to two hinges (Figure 2, Item 14) on unit body panel (Figure 2, Item 1). Discard lock washer (Figure 2, Item 2) as required.
5. Remove door (Figure 2, Item 6) and place on a suitable work surface.

END OF TASK

Inspect Unit Door

1. Inspect door (Figure 2, Item 6) for excessive corrosion or obvious damage, and repair (WP 0033, Repair Door) or replace as required.
2. Inspect hinge(s) (Figure 2, Item 14) for freedom of movement and for excessive corrosion or obvious damage, and replace as required (WP 0035, Repair Door).
3. Inspect mounting hardware, door stay (Figure 2, Item 11) door stay bracket (Figure 2, Item 8), and body panel stay bracket (Figure 2, Item 12) for excessive corrosion or obvious damage, and repair (WP 0035, Repair Door) or replace as required.
4. Inspect door latch (not shown) for excessive corrosion or obvious damage and repair (WP 0035, Repair Door) or replace as required.
5. Remove door stay bracket (Figure 2, Item 8) from door (Figure 2, Item 6) if door is being replaced (see Remove Door Stay and Brackets task).

6. Remove body panel stay bracket (Figure 2, Item 12) from unit body panel (Figure 2, Item 1) if being replaced (see Remove Door Stay and Brackets task).

END OF TASK

Install Unit Door

1. Position door (Figure 2, Item 6) to two hinges (Figure 2, Item 14) and align mounting holes.

NOTE

One of the four hinge screws (Figure 2, Item 13) and four nuts (Figure 2, Item 4) secures ground wire (Figure 2, Item 3) to door (Figure 2, Item 6).

2. Install four screws (Figure 2, Item 13), four nuts (Figure 2, Item 4), and ground wire (Figure 2, Item 3) to two hinges (Figure 2, Item 14) and door (Figure 2, Item 6) on unit body panel (Figure 2, Item 1).
3. Install hex shoulder bolt (Figure 2, Item 5) and two washers (Figure 2, Item 7 and 10) through door stay (Figure 2, Item 11) and door stay bracket (Figure 2, Item 8), and secure with nut (Figure 2, Item 9).
4. Verify proper operation of door (Figure 2, Item 6), door latch (not shown), and door stay (Figure 2, Item 11).
5. Repair as required.

END OF TASK

Remove Door Stay and Brackets

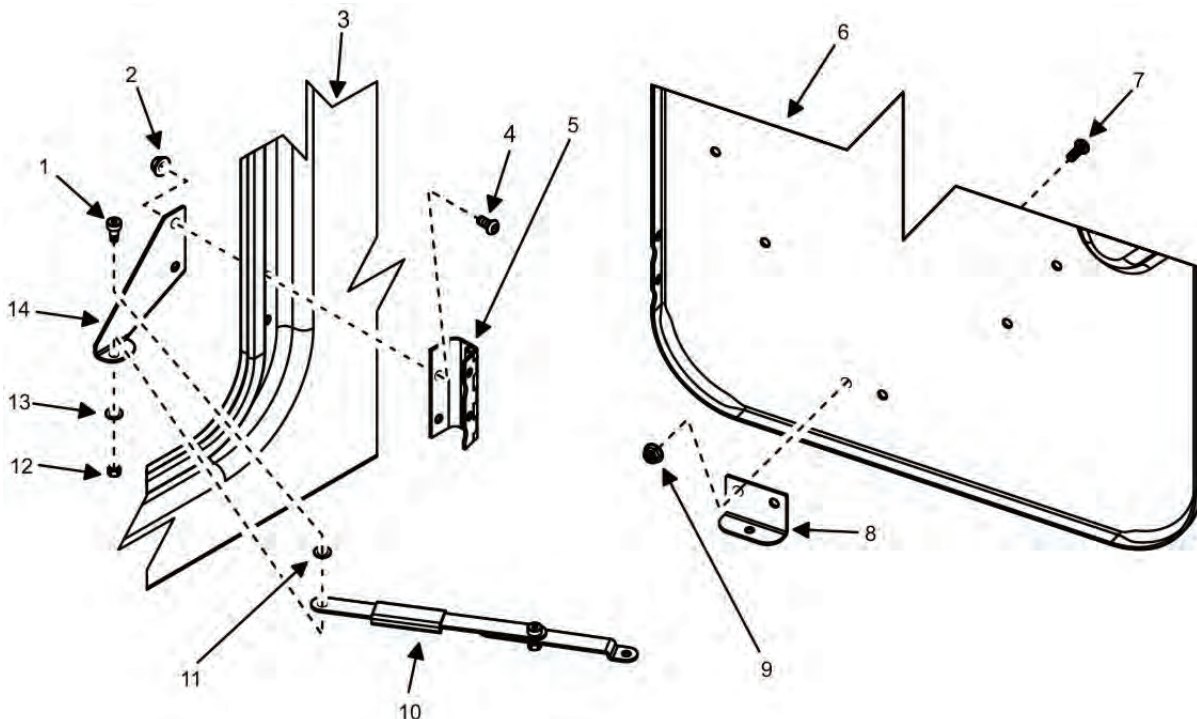


Figure 3. Door Stay, Bracket, and Hinge — Detail.

1. Remove door (Figure 3, Item 6) (see Remove Unit Door task) if not already removed.
2. Remove hex head shoulder bolt (Figure 3, Item 1), two washers (Figure 3, Item 11 and Item 13), and nut (Figure 3, Item 12) from door stay (Figure 3, Item 10).

3. Separate door stay (Figure 3, Item 10) from body panel stay bracket (Figure 3, Item 14).
4. Remove two hex pan head screws (Figure 3, Item 4) and two nuts (Figure 3, Item 2) and separate hinge (Figure 3, Item 5) and body panel stay bracket (Figure 3, Item 14) from unit body panel (Figure 3, Item 3).
5. Remove additional hinge (not shown) by removing two hex pan head screws (Figure 3, Item 4) and two nuts (Figure 3, Item 2), and separate hinge (not shown) from unit body panel (Figure 3, Item 3).
6. Remove two hex pan head screws (Figure 3, Item 7) and nuts (Figure 3, Item 9) securing bracket (Figure 3, Item 8) to inside of door (Figure 3, Item 6).
7. Place hinge(s) (Figure 3, Item 5), door stay (Figure 3, Item 10), door stay brackets (Figure 3, Item 8 and 14), and all mounting hardware on a suitable work surface.

END OF TASK

Inspect Door Stay and Brackets

1. Inspect door stay (Figure 3, Item 10), door stay brackets (Figure 3, Item 8 and 14), and mounting hardware for damage or corrosion.
2. Inspect hinges(s) (Figure 3, Item 5) for freedom of movement and for damage or corrosion, and repair or replace as required (WP 0035, Repair Door).
3. Repair or replace damaged, broken, or excessively corroded parts and hardware.

END OF TASK

Install Door Stay and Brackets

NOTE

Doors with only one hinge have the door stay mounted at the top. Doors with two hinges have the door stay mounted at the bottom.

1. Position body panel stay bracket (Figure 3, Item 14) and hinge (Figure 3, Item 5) onto unit body panel (Figure 3, Item 3) and align mounting holes.
2. Install hex pan head screws (Figure 3, Item 4) and nuts (Figure 3, Item 2) securing body panel stay bracket (Figure 3, Item 14) and hinge (Figure 3, Item 5) to unit body panel (Figure 3, Item 3).
3. Position door stay bracket (Figure 3, Item 8) onto door (Figure 3, Item 6) and align mounting holes. Ensure proper orientation of door stay bracket (Figure 3, Item 8).
4. Install hex pan head screws (Figure 3, Item 7) through door (Figure 3, Item 6) and door stay bracket (Figure 3, Item 8) and secure with two nuts (Figure 3, Item 9).
5. Install door (Figure 3, Item 6) (see Install Unit Door task) if not already installed.
6. Verify proper operation of door (Figure 3, Item 6), hinges (Figure 3, Item 5), and door stay (Figure 3, Item 10) by opening and closing door (Figure 3, Item 6) and using door stay (Figure 3, Item 10) to hold door (Figure 3, Item 6) in open position.
7. Repair as required.
8. Install unit ground cable to negative terminal on right-hand battery (WP 0036, Remove/Install Batteries).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REPAIR DOOR

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Hinge (WP 0104, Repair Parts List, Figure 4, Item 36)

Hinge (WP 0104, Figure 4, Item 61)

Latch (WP 0104, Figure 4, Item 39)

Grease, electrically conductive (WP 0163 Expendable and Durable Items List, Item 21)

Personnel Required

91D (1)

References

WP 0034, Remove/Install Door

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REPAIR DOOR**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

NOTE

Four doors are installed on the generator set. Repair of doors is accomplished by replacement of door, door latch and/or hinges. Door latches and hinges can be replaced with unit body panel installed or removed. Except for the number of screws, the size and number of hinges, and type of door stay assemblies, basic replacement procedures for the door latch and hinges are the same for all doors. Procedures are also the same whether unit panel is installed or removed from unit.

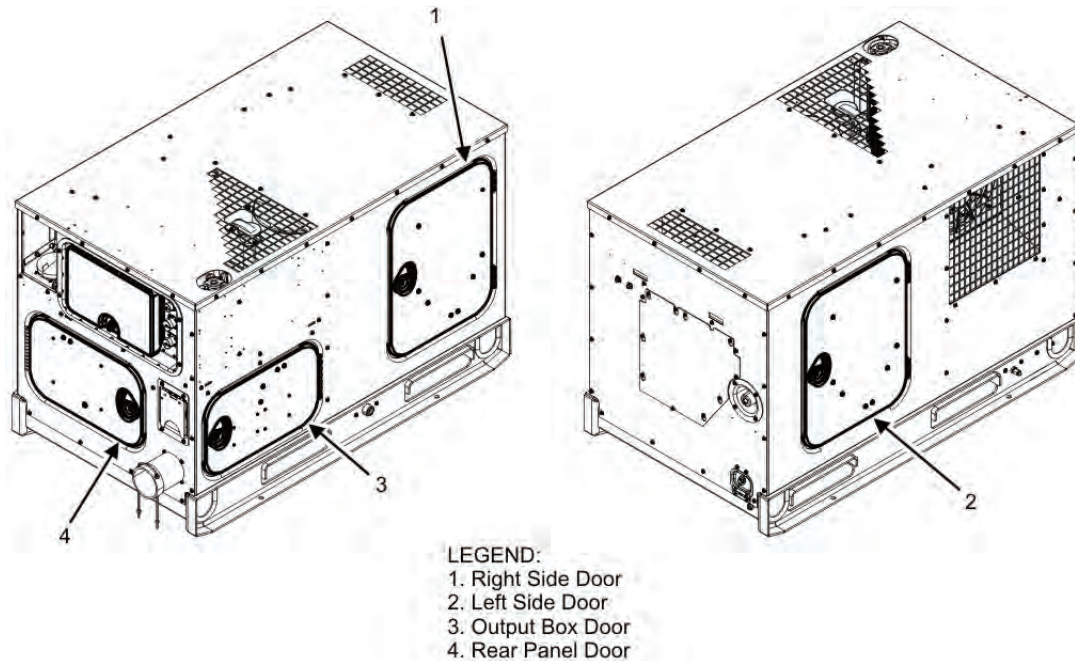


Figure 1. Door Repair — Locations.

Replace Latch

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate door (Figure 1) to be repaired.

NOTE

Separating the inner latch (Figure 2, Item 2) and outer latch pivot mounting (Figure 2, Item 5) components releases a spring (Figure 2, Item 3) inside the outer latch pivot mounting (Figure 2, Item 5). Ensure spring (Figure 2, Item 3) is not lost during disassembly.

3. Remove bolt (Figure 2, Item 1) securing inner latch (Figure 2, Item 2) to outer latch pivot mounting (Figure 2, Item 5).
4. Disconnect inner latch (Figure 2, Item 2) and outer latch pivot mounting (Figure 2, Item 5), and remove inner latch (Figure 2, Item 2), outer latch pivot mounting (Figure 2, Item 5), and spring (Figure 2, Item 3) from door. Place latch parts on a suitable work surface.
5. Remove roll pin (Figure 2, Item 7) securing T-handle (Figure 2, Item 6) to outer latch pivot mounting (Figure 2, Item 5), and place roll pin (Figure 2, Item 7) on a suitable work surface.
6. Remove T-handle (Figure 2, Item 6) from outer latch pivot mounting (Figure 2, Item 5), and place on a suitable work surface.

NOTE

Door latches on left- and right-side access doors include a washer (Figure 2, Item 4) on the outer latch pivot mounting (Figure 2, Item 5).

7. Remove washer (Figure 2, Item 4) from outer latch pivot mounting (Figure 2, Item 5) as required.
8. Inspect all door latch parts for corrosion or other damage. Replace as required.

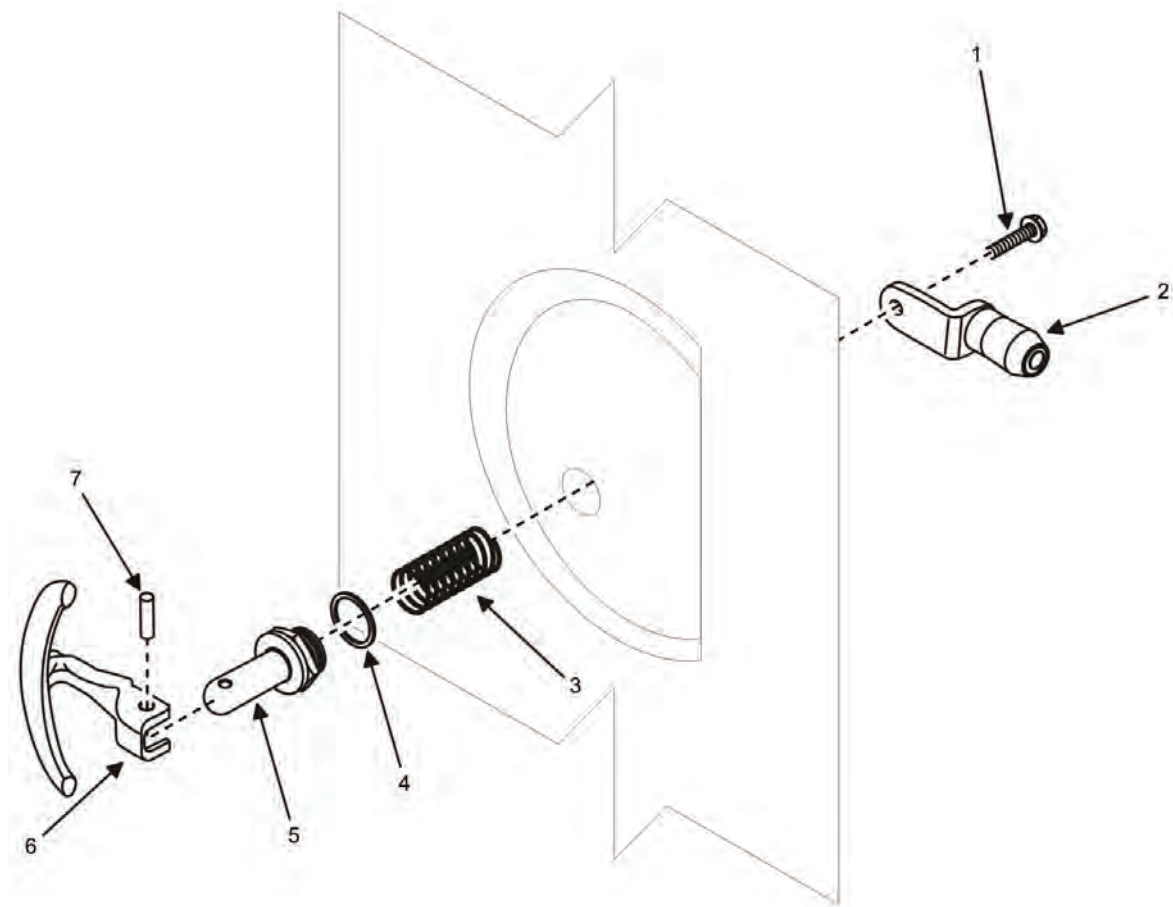


Figure 2. Door Latch Components.

NOTE

Door latches on left- and right-side access doors include a washer (Figure 2, Item 4) on the outer latch pivot mounting (Figure 2, Item 5).

9. Install washer (Figure 2, Item 4) to outer latch pivot mounting (Figure 2, Item 5) as required.

NOTE

If T-handle (Figure 2, Item 6) has been removed from outer latch pivot mounting (Figure 2, Item 5), then complete steps 10 and 11 to reassemble outer door latch parts. If T-handle (Figure 2, Item 6) has not been removed, proceed to step 12.

10. Position T-handle (Figure 2, Item 6) to outer latch pivot mounting (Figure 2, Item 5) and align mounting holes.
11. Install roll pin (Figure 2, Item 7) through mounting holes to secure T-handle (Figure 2, Item 6) to outer latch pivot mounting (Figure 2, Item 5).
12. Install spring (Figure 2, Item 3) inside outer latch pivot mounting (Figure 2, Item 5).
13. Position inner latch (Figure 2, Item 2), outer latch pivot mounting (Figure 2, Item 5), and T-handle (Figure 2, Item 6) parts to their mounting locations on either side of door.
14. Secure inner latch (Figure 2, Item 2), outer latch pivot mounting (Figure 2, Item 5), and T-handle (Figure 2, Item 6) to door by installing bolt (Figure 2, Item 1).

15. Check door latch for proper operation.
16. Repeat Replace Latch task as required for other door latches.
17. Install battery ground cable (WP 0036, Remove/Install Batteries).
18. Repair as required.

END OF TASK

Replace Hinge

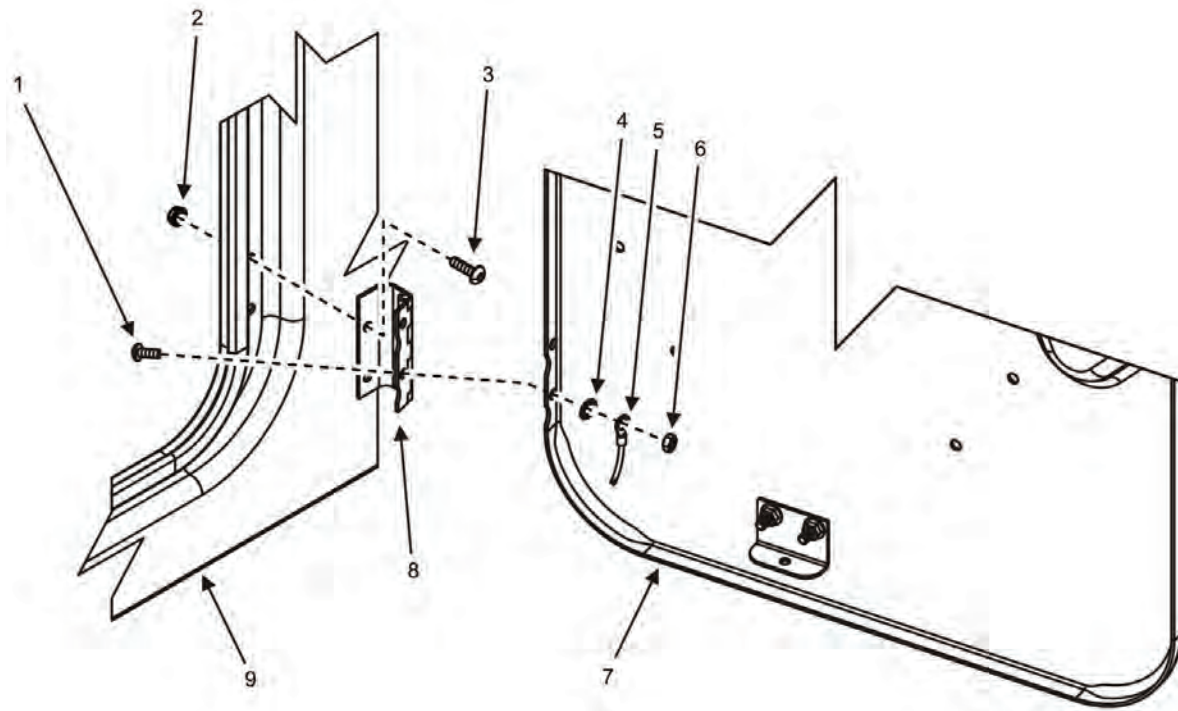


Figure 3. Door Hinge Components.

NOTE

Doors (Figure 3, Item 7) are attached to mounting locations by either a single hinge (Figure 3, Item 8) or two hinges. For doors with two hinges (Figure 3, Item 8), one hinge can be replaced without removing the door (Figure 3, Item 7) from the unit. Remove and install procedures are the same for all hinges (Figure 3, Item 8). Hinge (Figure 3, Item 8) may contain ground wire (Figure 3, Item 5) and lock washer (Figure 3, Item 4).

For hinges (Figure 3, Item 8) with door stay brackets attached, release bracket from hinge mounting location but leave opposite end of door stay fastened to door when possible.

1. Ensure equipment conditions are met in order presented in initial setup.

2. Open door (Figure 3, Item 7) with hinge(s) (Figure 3, Item 8) to be removed.

NOTE

Screws (Figure 3, Item 1) and nuts (Figure 3, Item 6) securing hinge (Figure 3, Item 8) to door (Figure 3, Item 7) may also secure ground wire(s) (Figure 3, Item 5) and lock washer (Figure 3, Item 4).

3. Remove screws (Figure 3, Item 1) and nuts (Figure 3, Item 6) securing hinge (Figure 3, Item 8) to door (Figure 3, Item 7).
4. Remove ground wire(s) (Figure 3, Item 5) and lock washer (Figure 3, Item 4) as required. Discard lock washer (Figure 3, Item 4) as required.
5. Remove screws (Figure 3, Item 3) and nuts (Figure 3, Item 2) securing hinge (Figure 3, Item 8) to body panel (Figure 3, Item 9).
6. Remove hinge (Figure 3, Item 8) and door (Figure 3, Item 7) from unit.
7. Inspect all door and hinge parts for corrosion or other damage, and replace as required.

NOTE

Each door has one door stay bracket (not shown) attached to body panel and hinge (Figure 3, Item 8). If hinge (Figure 3, Item 8) being replaced is also the mounting location for a door stay bracket (not shown), align bracket mounting holes with hinge mounting holes when installing hinge.

8. Position hinge (Figure 3, Item 8) to its mounting location on door (Figure 3, Item 7) and align mounting holes.

NOTE

Screws (Figure 3, Item 1) and nuts (Figure 3, Item 6) securing hinge (Figure 3, Item 8) to door (Figure 3, Item 7) may also secure ground wire(s) (Figure 3, Item 5) and lock washer (Figure 3, Item 4).

9. Install hinge (Figure 3, Item 8) and ground wire(s) (Figure 3, Item 5), as required, to door (Figure 3, Item 7) using screws (Figure 3, Item 1) and nuts (Figure 3, Item 6) and new lock washer (Figure 3, Item 4), as required. Finger-tighten.
10. Position door stay bracket (not shown), if needed, by aligning bracket mounting holes with mounting holes in hinge (Figure 3, Item 8) and in body panel (Figure 3, Item 9).
11. Secure hinge (Figure 3, Item 8) and door stay bracket (WP 0033, Remove/Install Door) to body panel (Figure 3, Item 9) by installing screws (Figure 3, Item 3) and nuts (Figure 3, Item 2) finger-tight.
12. Secure all hinge screws to a torque value of 8 ft/lb (10 – 12 Nm).
13. Verify proper hinge operation by opening and closing door, and repair as needed.
14. Verify proper door stay operation, and repair as needed (WP 0034, Remove/Install Door).
15. Repeat Replace Hinge task as needed for other door hinges.
16. Install battery ground cable (WP 0036, Remove/Install Batteries).
17. Close all doors.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL BATTERIES

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Battery, storage (2) (WP 0102, Repair Parts List, Figure 2, Item 6)

Brush, battery terminal (WP 0163, Expendable and Durable Items List Item 7)

Grease, electrically conductive (WP 0163, Item 21)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

REMOVE/INSTALL BATTERIES**WARNING**

Do not damage batteries. Storage batteries are filled with a liquid acid that can leak from sealed battery when case is broken. Contact with acidic liquid can burn skin and eyes. Wear safety goggles and chemical gloves and avoid acid splash while handling damaged batteries. Do not move batteries by terminals. Failure to comply may cause injury or death to personnel or damage to equipment.

Lifting batteries may cause back strain. Ensure proper lifting techniques are used when lifting batteries. Failure to comply may cause injury or death to personnel.

Remove Batteries

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left-side door of generator set to locate batteries (Figure 1).

WARNING

The right-hand battery negative lead that connects directly to the grounding stud must be disconnected prior to disconnecting or removing batteries. Follow procedural steps in exact order given for removal and installation. Failure to comply may cause injury or death to personnel.

3. Disconnect battery unit ground cable (Figure 2, Item 3) from negative battery terminal (Figure 2, Item 4) of right-hand battery (Figure 2, Item 7).

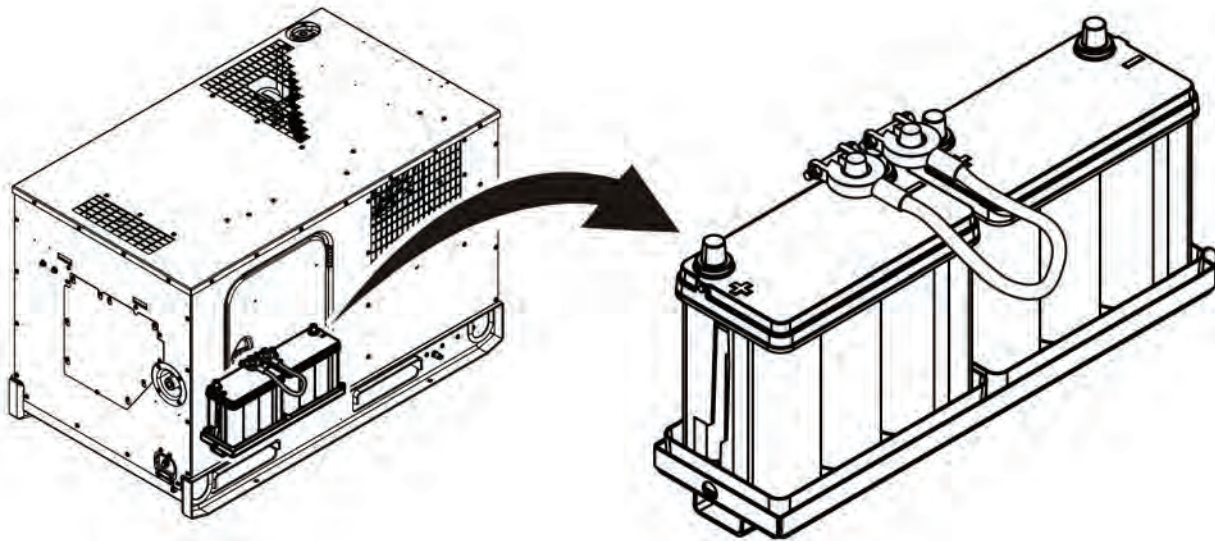


Figure 1. Battery — Location.

4. Disconnect battery jumper cable (Figure 2, Item 6) from negative battery terminal (Figure 2, Item 9) of left-hand battery (Figure 2, Item 8).

NOTE

Sealed lead acid batteries do not leak in normal usage. The battery can be moved out of the tray and tilted to allow movement of left-hand battery (Figure 2, Item 8) for ease of terminal removal.

5. Disconnect battery unit power cable (Figure 2, Item 12) from positive battery terminal (Figure 2, Item 11) of left-hand battery (Figure 2, Item 8).
6. Disconnect battery jumper cable (Figure 2, Item 6) from positive battery terminal (Figure 2, Item 5) of right-hand battery (Figure 2, Item 7).
7. Remove jumper cable (Figure 2, Item 6) from unit.
8. Inspect jumper cable (Figure 2, Item 6) for frayed edges, cracks in insulation, and other obvious signs of damage. Replace as required.
9. Loosen and remove four nuts (Figure 2, Item 1) from four J-hooks (Figure 2, Item 13) securing two battery holders (Figure 2, Item 2) to unit.
10. Inspect nuts (Figure 2, Item 1) for corrosion, excessive wear, and other signs of obvious damage. Replace as required.
11. Remove two battery holders (Figure 2, Item 2) from unit.
12. Inspect battery holders (Figure 2, Item 2) for corrosion, excessive wear, and other signs of obvious damage. Replace as required.

CAUTION

Do not move or lift batteries by the terminal studs. Lift batteries using battery lifting strap if supplied with battery. Failure to comply will cause damage to equipment.

13. Lift and remove two batteries (Figure 2, Items 7 and 8) from unit.
14. Lift and remove two removable battery trays (Figure 2, Item 10) from unit.

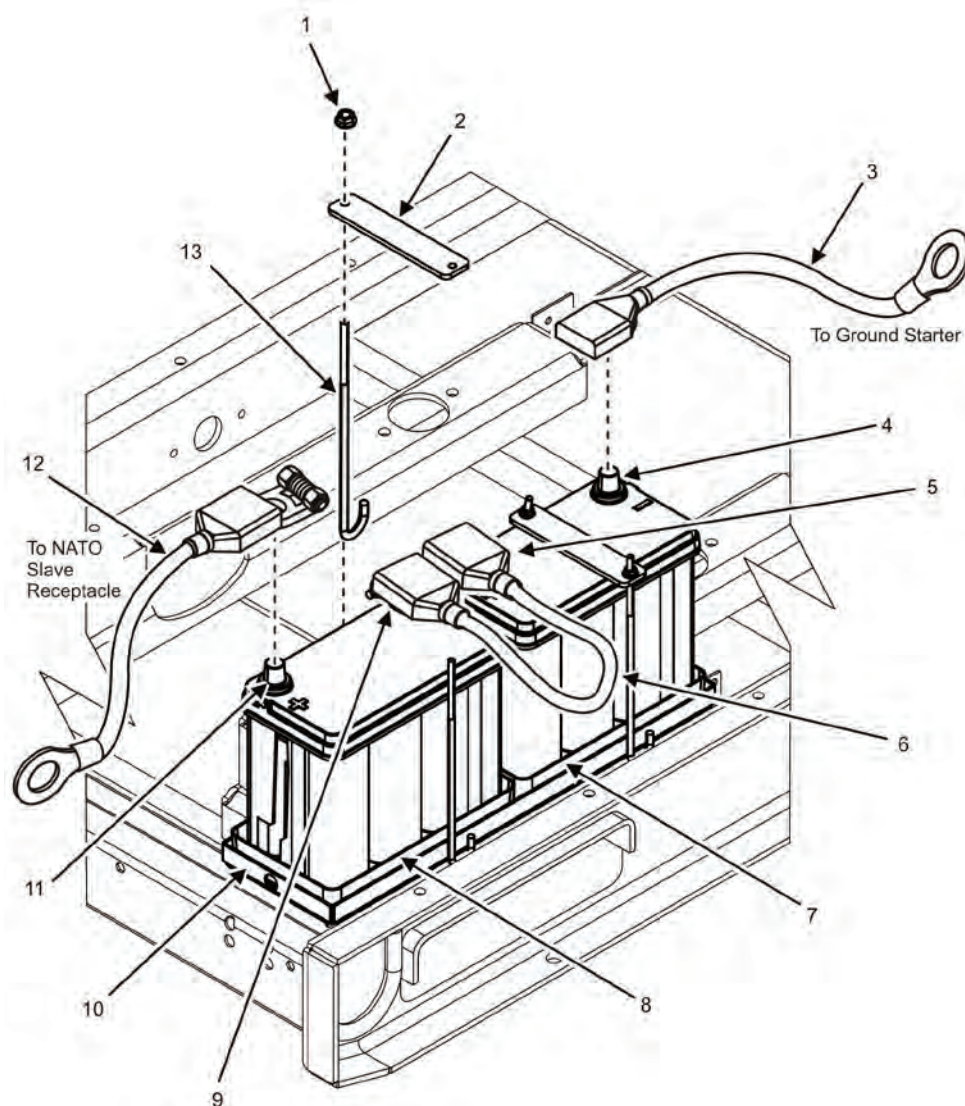


Figure 2. Remove/Install Batteries.

WARNING

Eye protection is required when working with compressed air. Do not use compressed air to clean skin. Do not aim at personnel. Compressed air can propel particles at high velocity and injure eyes. Failure to comply may cause injury or death to personnel.

15. Clean dirt and debris from removable battery trays (Figure 2, Item 10) with compressed air and wiping rag.
16. Inspect removable battery trays (Figure 2, Item 10) for corrosion, dents, and other signs of obvious damage. Replace as required.
17. Remove four J-hooks (Figure 2, Item 13) from unit.
18. Inspect J-hooks (Figure 2, Item 13) for corrosion, excessive wear, and other signs of obvious damage. Replace as required.
19. Clean dirt and debris from battery compartment with wiping rag.

END OF TASK

Test/Inspect Batteries

1. Inspect batteries (Figure 2, Items 7 and 8) for leaks, cracks, swelling, and corrosion. Replace batteries (Figure 2, Items 7 and 8) as required.
2. Inspect battery terminals (Figure 2, Items 4, 5, 9 and 11) for melting, bends, or other damage. Replace batteries (Figure 2, Items 7 and 8) as required.
3. Ensure equipment conditions are met in order presented in initial setup.
4. Remove dirt and debris from all battery terminals (Figure 2, Items 4, 5, 9, and 11) with serrated nose of lifter-scraper.

NOTE

The DCS provides a constant real-time monitor of battery voltage and current.

5. Test voltage of each battery (Figure 2, Items 7 and 8) with multimeter.

WARNING

Batteries give off combustible gas. Do not smoke or use open flame when performing maintenance. Failure to comply may cause injury or death to personnel and damage to equipment.

CAUTION

When recharging batteries (Figure 2, Items 7 and 8) always use a voltage regulated battery charger and strictly adhere to all limits in Table 1. When first turning on a charger, always watch the ammeter for the first few minutes to verify that each battery (Figure 2, Items 7 and 8) is accepting amperage. Batteries (Figure 2, Items 7 and 8) will get slightly warm during charging. Any battery (Figure 2, Items 7 and 8) that is hot to the touch indicates a malfunction and charging must be stopped immediately. Failure to comply will cause damage to equipment.

NOTE

A completely discharged battery is considered to have 11.2 VDC or less. A deeply discharged battery (10.5 VDC or less) may not accept a charge from a charger. A deeply discharged battery may need to be charged while in parallel with another fully charged 12 VDC automotive battery until deeply discharged battery reaches 10.5 VDC or above. Once deeply discharged battery reaches 10.5 VDC, normal charging procedures can be followed.

6. Charge any battery (Figure 2, Items 7 and 8) with voltage reading less than 12 VDC (Table 1).

Table 1. Charging Recommendations.

CHARGER TYPE	TARGET VOLTAGE RANGE (VDC)	MAXIMUM CURRENT (AMPS)
Regular/Automatic	13.8 to 15.0	10
Float Charge	13.2 to 13.8	1
Constant Voltage Charger	15.6 maximum	No limit as long as battery temperature remains below 125°F (51.7°C)

NOTE

After charging, allow each charged battery (Figure 2, Items 7 and 8) to settle ("rest") for a minimum of 8 hours. Batteries (Figure 2, Items 7 and 8) should have approximately 12.85 VDC open circuit voltage after charging and settle period.

7. Use a multimeter set to test VDC and check each settled ("rested") battery (Figure 2, Items 7 and 8) for proper voltage.
8. Use battery (Figure 2, Items 7 and 8) if within specification or attempt recharge and replace battery (Figure 2, Items 7 and 8) if discharge continues after one additional charging attempt.
9. Ensure batteries are connected See Install Batteries task.

NOTE

Use of an assistant is required to load test batteries. Batteries should hold proper voltage during a load test of 15 sec.

10. Use a multimeter set to test VDC to measure the voltage of each battery while an assistant positions DEAD CRANK SWITCH in CRANK position for 15 sec (TM 9-6115-750-10).
11. Follow charge procedures (steps 6 through 8) for any battery (Figure 2, Items 7 and 8) that drops below 10 VDC during load test.

END OF TASK

Install Batteries

1. Insert four J-hooks (Figure 2, Item 13) through openings in battery compartment permanent tray (not shown) beneath removable battery trays (Figure 2, Item 10).

NOTE

Place battery (Figure 2, Items 7 and 8) and removable battery tray (Figure 2, Item 10) in center of permanent tray for ease of installation. Battery and removable battery tray (Figure 2, Item 10) may be placed in position after attaching unit power cable.

2. Place two battery trays (Figure 2, Item 10) into mounting position in unit.

CAUTION

Do not move or lift batteries by the terminal studs. Lift batteries using battery lifting strap if supplied with battery. Failure to comply will cause damage to equipment.

3. Position left-hand battery (Figure 2, Item 8) in removable battery tray (Figure 2, Item 10) with positive terminal facing to the left.
4. Position battery holder (Figure 2, Item 2) across top-center of battery and align holes with two J-hooks (Figure 2, Item 13).
5. Install one nut (Figure 2, Item 1) to each J-hook (Figure 2, Item 13) and hand-tighten both nuts (Figure 2, Item 1).
6. Install right-hand battery (Figure 2, Item 7) using steps 3 through 5.

NOTE

Clean all battery terminals using a battery terminal cleaner.

7. Apply a light coating of electrically conductive grease to all battery terminals (Figure 2, Items 4, 5, 9, and 11).
8. Attach battery unit power cable (Figure 2, Item 12) to positive terminal (Figure 2, Item 11) of left-hand battery (Figure 2, Item 8).
9. Attach battery jumper cable (Figure 2, Item 6) to positive battery terminal (Figure 2, Item 5) of right-hand battery (Figure 2, Item 7).

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10. Attach battery jumper cable (Figure 2, Item 6) to negative battery terminal (Figure 2, Item 9) of left-hand battery (Figure 2, Item 8).
 11. Adjust position of two battery holders (Figure 2, Item 2) to secure batteries (Figure 2, Items 7 and 8) in position.

CAUTION

Excessive tightening of the battery holder (Figure 2, Item 2) may crack the battery case. Do not over-tighten nuts (Figure 2, Item 1) on J-hooks (Figure 2, Item 12). Failure to comply may cause damage to equipment.

12. Tighten four nuts (Figure 2, Item 1) to secure batteries (Figure 2, Items 7 and 8).
13. Attach battery unit ground cable (Figure 2, Item 3) to negative battery terminal (Figure 2, Item 4) of right-hand battery (Figure 2, Item 7).
14. Close generator set doors.
15. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
16. Start engine and check for proper operation (TM 9-6115-750-10).
17. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL MAIN DC CIRCUIT BREAKER

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Circuit breaker (WP 0102, Repair Parts List, Figure 2, Item 20)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

REMOVE/INSTALL MAIN DC CIRCUIT BREAKER**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

The main DC breaker can be tested for continuity while installed or when removed from the unit but must be installed when testing for short to ground. Multimeter readings should be the same as noted below. To test the breaker without removing it from the unit, see Test Main DC Circuit Breaker task.

Remove Main DC Circuit Breaker

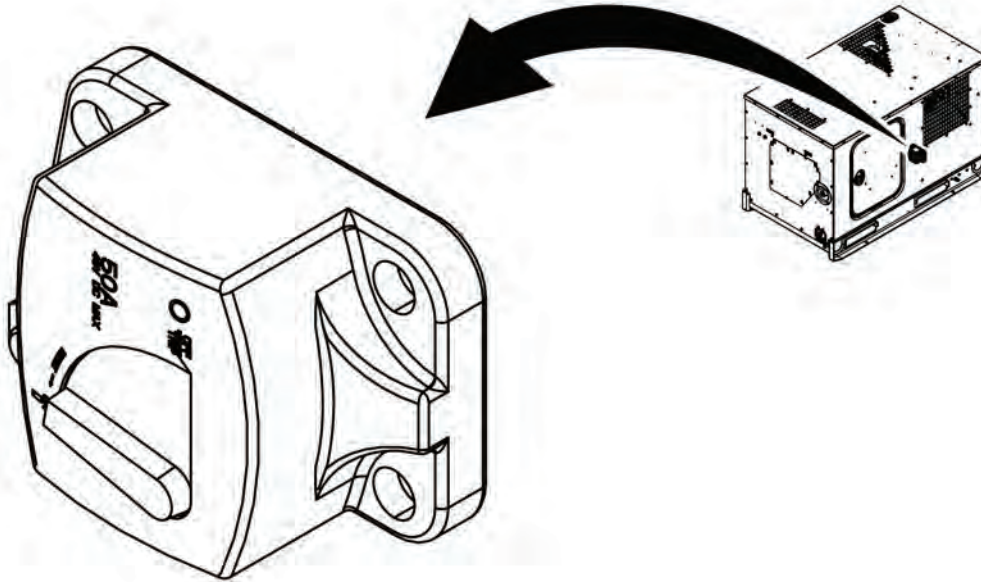


Figure 1. Main DC Circuit Breaker — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate main DC circuit breaker (Figure 1) below air cleaner (not shown) on internal bulkhead panel.
3. Set main DC circuit breaker switch (Figure 2, Item 8) to OFF position.
4. Remove protective caps from wire leads (Figure 2, Item 3 and Item 11) on both load (lower) terminal (Figure 2, Item 10) and line (upper) terminal (Figure 2, Item 4) of the main DC circuit breaker (Figure 2, Item 5).
5. Tag and disconnect wire leads (Figure 2, Item 11) attached to load (lower) terminal (Figure 2, Item 10) of main DC circuit breaker (Figure 2, Item 5) by removing nut (Figure 2, Item 13) and lock washer (Figure 2, Item 12).
6. Tag and disconnect wire lead (Figure 2, Item 3) attached to line (upper) terminal (Figure 2, Item 4) of main DC circuit breaker (Figure 2, Item 5) by removing nut (Figure 2, Item 1) and lock washer (Figure 2, Item 2).

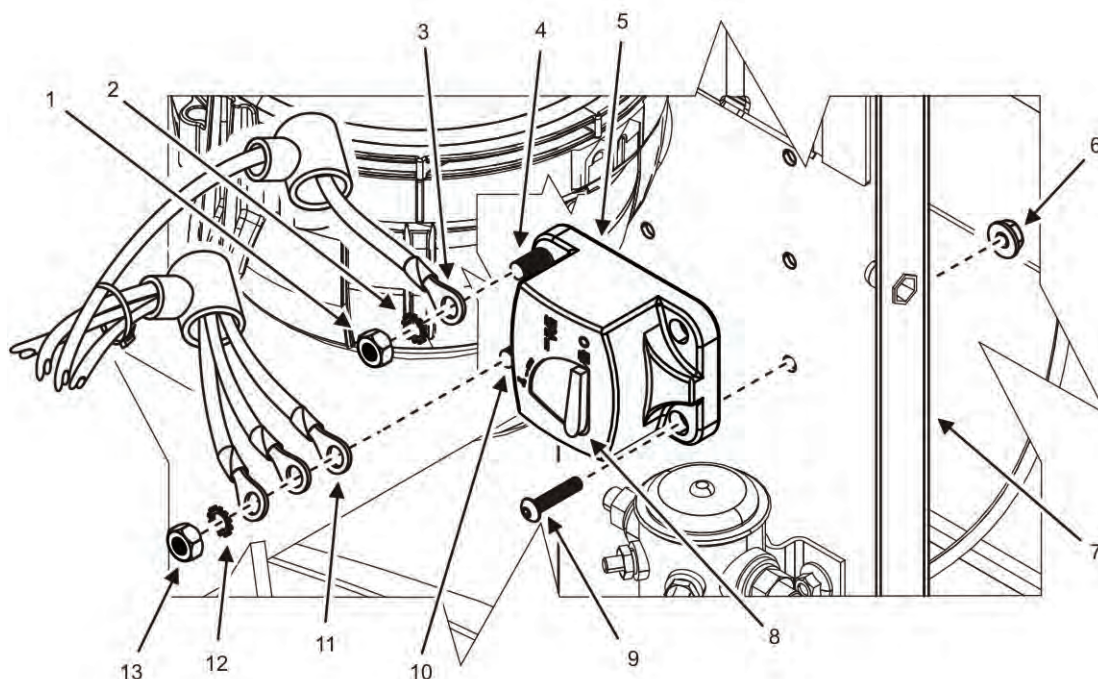


Figure 2. Main DC Circuit Breaker — Removal.

7. Remove three socket head cap screws (Figure 2, Item 9) and three flange nuts (Figure 2, Item 6) securing main DC circuit breaker (Figure 2, Item 5) to interior bulkhead panel (Figure 2, Item 7) and set mounting hardware aside for reuse.
8. Remove main DC circuit breaker (Figure 2, Item 5) from interior bulkhead panel (Figure 2, Item 7) and place on a suitable work surface.

END OF TASK

Test Main DC Circuit Breaker

1. Inspect main DC circuit breaker (Figure 2, Item 5) for signs of damage or corrosion and replace as required.
2. Test main DC circuit breaker (Figure 3, Item 4) for proper continuity:
 - a. Set multimeter (Figure 3, Item 1) to ohms (Ω) and verify that multimeter is operating correctly by touching meter probes together and observing less than approximately 1 Ω on multimeter.
 - b. Set main DC circuit breaker switch (Figure 3, Item 5) to ON position.

NOTE

Any multimeter reading greater than approximately 1 Ω during continuity test indicates the main DC circuit breaker is faulty and should be replaced. If main DC circuit breaker fails the continuity test, a short to ground test (see step 3) is not necessary.

- c. Place one probe (Figure 3, Item 3) on each main DC circuit breaker terminal (Figure 3, Item 2) and verify multimeter reading is no greater than approximately 1 Ω .
- d. Replace main DC circuit breaker (Figure 3, Item 4) if multimeter reading is greater than approximately 1 Ω when main DC circuit breaker terminals (Figure 3, Item 2) are tested.

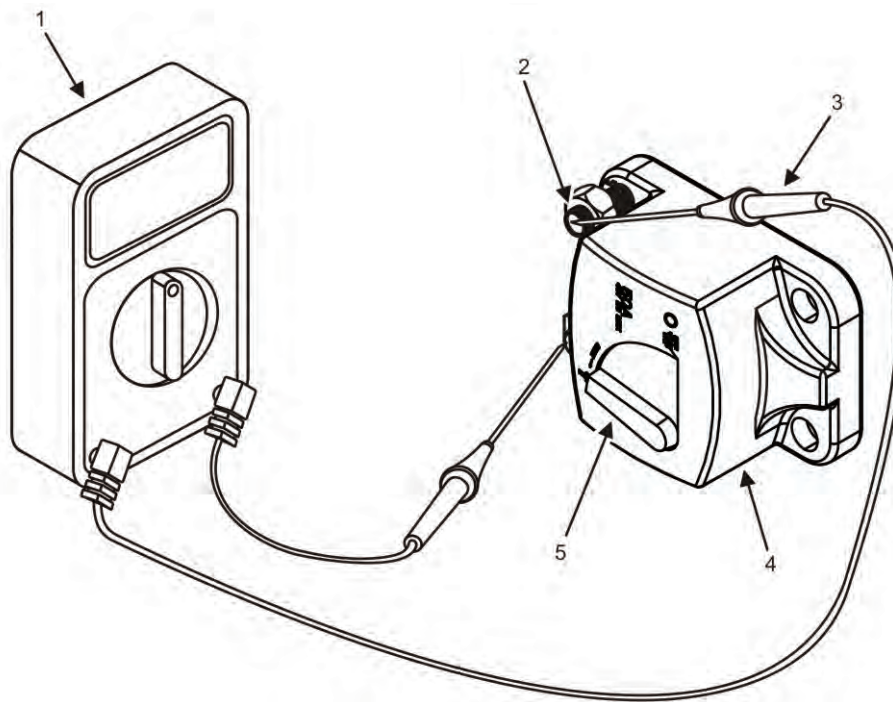


Figure 3. Test Main DC Circuit Breaker — Continuity.

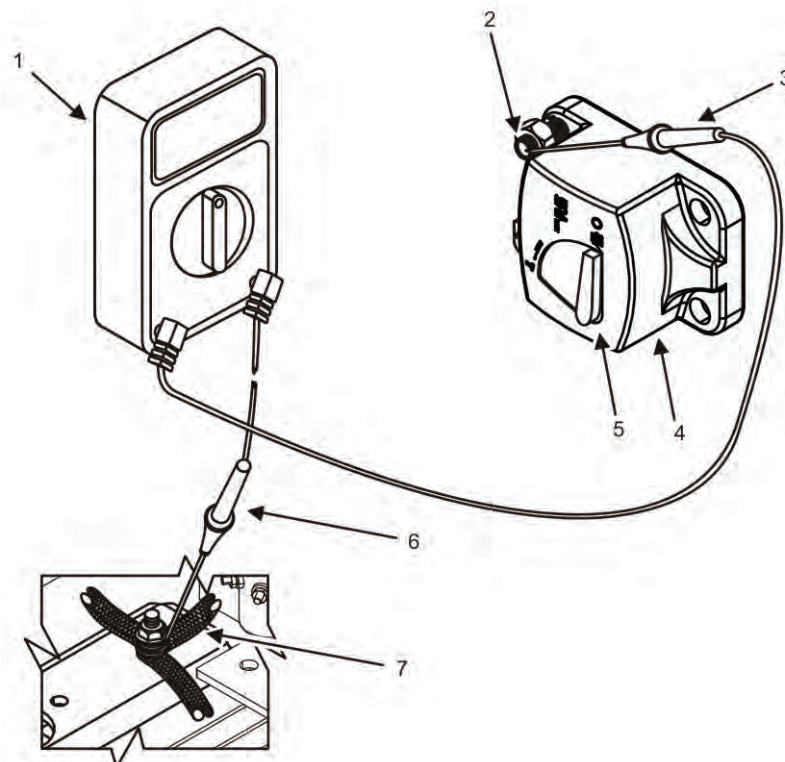


Figure 4. Test Main DC Circuit Breaker — Ground.

NOTE

A short to ground test is not necessary if the main DC circuit breaker failed the continuity test above.

The main DC circuit breaker must be installed when testing for short to ground.

3. Test main DC circuit breaker (Figure 4, Item 4) for short to ground:
 - a. Set multimeter (Figure 4, Item 1) to ohms (Ω).
 - b. Set main DC circuit breaker switch (Figure 4, Item 5) to ON position.
 - c. Place one multimeter probe (Figure 4, Item 3) on either main DC circuit breaker terminal (Figure 4, Item 2) and remaining probe (Figure 4, Item 6) on unit grounding strap (Figure 4, Item 7).
 - d. Replace main DC circuit breaker (Figure 4, Item 4) if multimeter reading is less than 1 megohm ($M\Omega$).

END OF TASK

Install Main DC Circuit Breaker

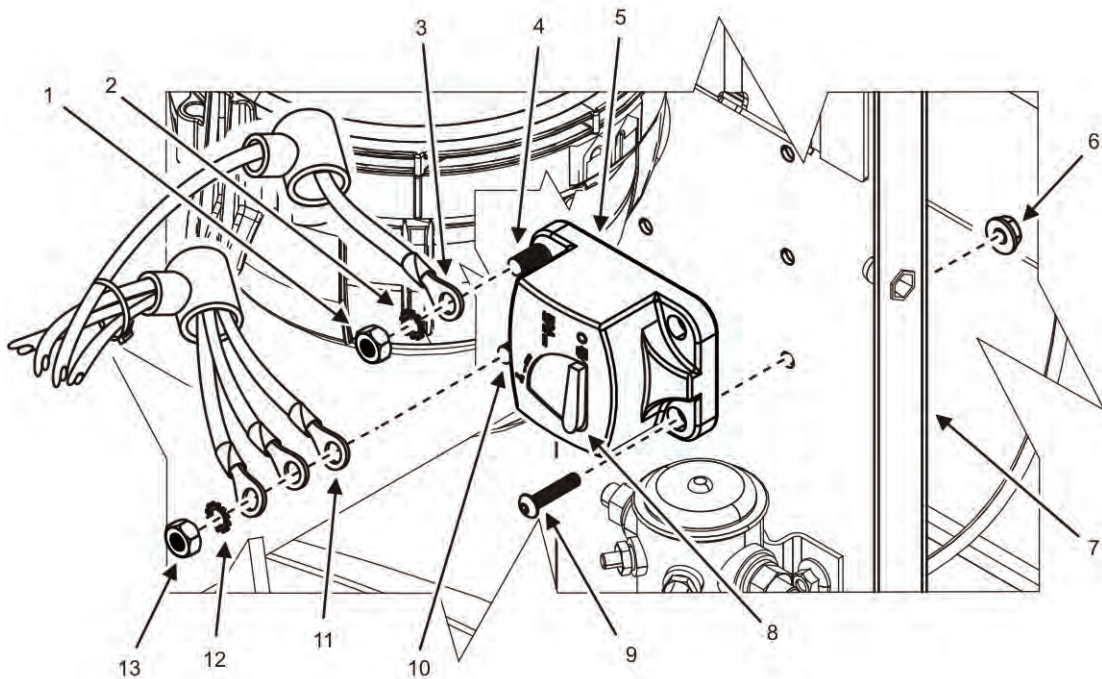


Figure 5. Main DC Circuit Breaker — Installation.

1. Perform Test Main DC Circuit Breaker for continuity task, step 2, prior to installation of a new circuit breaker.
2. Ensure main DC circuit breaker switch (Figure 5, Item 8) is set to OFF/TRIP position.
3. Position main DC circuit breaker (Figure 5, Item 5) at mounting location below air cleaner on internal bulkhead panel (Figure 5, Item 7).
4. Secure main DC circuit breaker (Figure 5, Item 5) to internal bulkhead panel (Figure 5, Item 7) using three socket head cap screws (Figure 5, Item 9) and three flange nuts (Figure 5, Item 6).

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5. Install wires (Figure 5, Item 11) to load (lower) circuit breaker terminal (Figure 5, Item 10) as indicated by wiring tags, using new lock washer (Figure 5, Item 12) and retained nut (Figure 5, Item 13) to secure wires to terminal.
 6. Install wire (Figure 5, Item 3) to line (upper) circuit breaker terminal (Figure 5, Item 4) as indicated by wiring tags, using new lock washer (Figure 5, Item 2) and retained nut (Figure 5, Item 1) to secure wires to terminal.
 7. Place protective caps over main DC circuit breaker wires (Figure 5, Item 3 and Item 11) and terminals (Figure 5, Item 4 and Item 10).
 8. Verify main DC circuit breaker socket head cap screws (Figure 5, Item 9) and flange nuts (Figure 5, Item 6) are fully secured.
 9. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
 10. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
 11. Install top body panel (WP 0028, Remove/Install Top Body Panel).
 12. Set main DC circuit breaker switch (Figure 5, Item 8) to ON position.
 13. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
 14. Start engine and check for proper operation (TM 9-6115-750-10).
 15. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL INTAKE AIR HEATER RELAY

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Relay, electromagnetic (WP 0102, Repair Parts List, Figure 2, Item 21)

Tag, marker (WP 0163, Expendable and Durable Items List, Item 36)

Personnel Required

91D (1)

References

WP 0095, General Maintenance

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

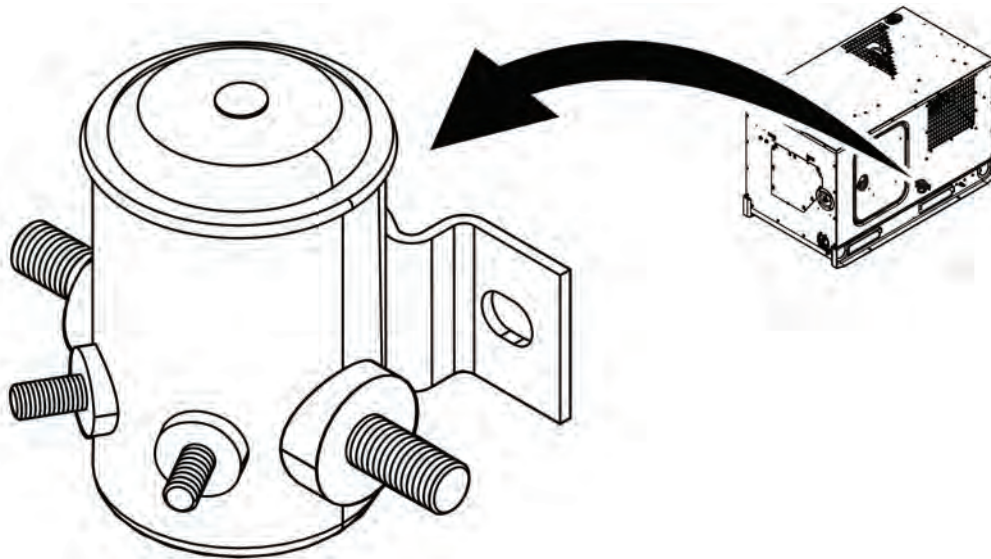
REMOVE/INSTALL INTAKE AIR HEATER RELAY (K18)**Remove Intake Air Heater Relay**

Figure 1. Intake Air Heater Relay — Location.

1. Ensure equipment conditions are met in the order presented in initial setup.
2. Open left-side door and locate intake air heater relay (Figure 1).

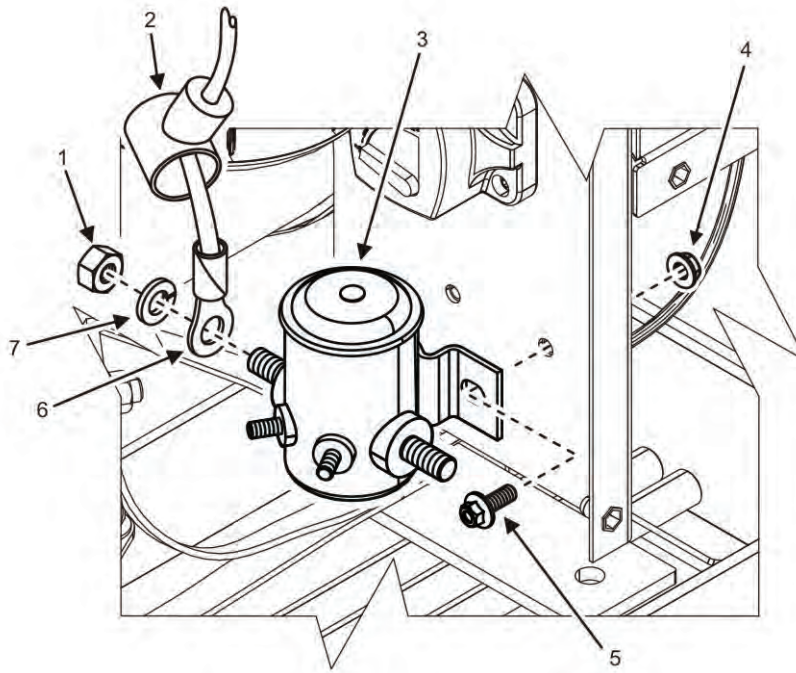


Figure 2. Intake Air Heater Relay — Removal.

NOTE

Four electrical wires are attached to the intake air heater relay. For clarity, only one wire is shown in Figure 2. All four electrical wires are removed using the same procedure. Prior to removal, tag/mark all four electrical wires and the four terminal posts on the intake air heater relay. Tags/markings will be used as a guide at installation.

3. Tag/mark four electrical wires (Figure 2, Item 6) under boots (Figure 2, Item 2) attached to the four terminal posts of intake air heater relay (Figure 2, Item 3).
4. Remove nut (Figure 2, Item 1) and lock washer (Figure 2, Item 7) that secures electrical wire (Figure 2, Item 6) to intake air heater relay (Figure 2, Item 3) terminal post.
5. Remove electrical wire (Figure 2, Item 6) from intake air heater relay (Figure 2, Item 3) terminal post.
6. Repeat steps 4 and 5 for remaining three electrical wires (Figure 2, Item 2).
7. Remove two screws (Figure 2, Item 5) and two nuts (Figure 2, Item 4) that secure intake air heater relay (Figure 2, Item 3) to interior panel of generator set.
8. Remove intake air heater relay (Figure 2, Item 3) from generator set.

END OF TASK

Inspect Intake Air Heater Relay

1. Inspect intake air heater relay (Figure 2, Item 3) for signs of obvious damage.
2. Replace damaged intake air heater relay (Figure 2, Item 3).
3. Inspect four electrical wires (Figure 2, Item 6) for signs of obvious damage.
4. Replace damaged electrical wires (Figure 2, Item 6). See Repair Electrical Connectors (WP 0095, General Maintenance).

END OF TASK**Install Intake Air Heater Relay**

1. Position intake air heater relay (Figure 2, Item 3) to its mounting position on interior panel and align the mounting holes.
2. Secure intake air heater relay (Figure 2, Item 3) to interior panel by installing two screws (Figure 2, Item 5) and two nuts (Figure 2, Item 4).

NOTE

Four electrical wires are attached to the intake air heater relay. For clarity, only one wire is shown in Figure 2. All four electrical wires are installed using the same procedure. Tags/markings applied to electrical wires (Figure 2, Item 6) during removal should be used as guides during installation. Do not remove any temporary identification tags/markings until installation is complete and equipment is operating properly.

3. Install electrical wire (Figure 2, Item 6) to intake air heater relay (Figure 2, Item 3) using tags/markings applied during removal as a guide.
4. Secure electrical wire (Figure 2, Item 6) to intake air heater relay (Figure 2, Item 3) by installing nut (Figure 2, Item 1) and lock washer (Figure 2, Item 7).
5. Repeat steps 3 and 4 for remaining three electrical wires (Figure 2, Item 6).
6. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
7. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
8. Start engine and check for proper operation (TM 9-6115-750-10).
9. Repair as required.

END OF TASK**Test Intake Air Heater Relay**

1. Ensure engine control switch is OFF and engine is cool (TM 9-6115-750-10).
2. Remove battery ground cable (WP 0036, Remove/Install Batteries).

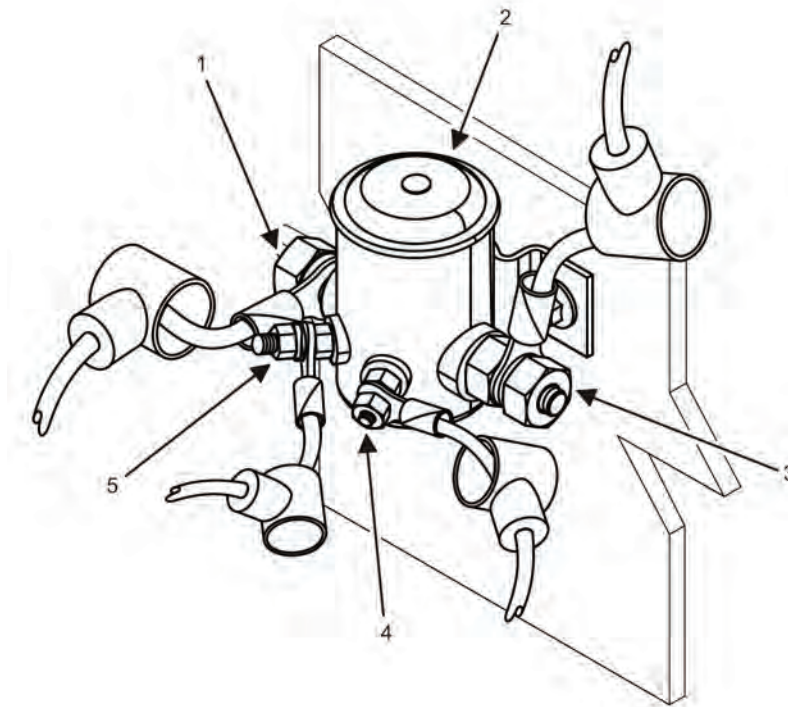


Figure 3. Intake Air Heater Relay — Test.

3. Use a multimeter set to test Ohms (WP 0095, General Maintenance) to check intake air heater relay (Figure 3, Item 2) coil for proper resistance between P2-b terminal (Figure 3, Item 5) and P2-E terminal (Figure 3, Item 4).

NOTE

Intake air heater relay (Figure 3, Item 2) resistance should be approximately 50 to 60 Ohms at 77°F (25°C).

4. Replace intake air heater relay (Figure 3, Item 2) if coil is open (greater than 100,000 Ohms) or shorted (less than 10 Ohms) (Remove Intake Air Heater Relay task).
5. Use a multimeter set to test continuity (WP 0095, General Maintenance) to check for continuity between K18-1 CB201-LOAD terminal (Figure 3, Item 3) and HTR 1 (+) terminal (Figure 3, Item 1) of intake air heater relay (Figure 3, Item 2).
6. Replace intake air heater relay (Figure 3, Item 2) if continuity is found between K18-1 CB201-LOAD terminal (Figure 3, Item 3) and HTR 1 (+) terminal (Figure 3, Item 1) (Remove Intake Air Heater Relay task).
7. Install battery ground cable (WP 0036, Remove/Install Batteries).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL NATO SLAVE RECEPTACLE

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Connector, receptacle (WP 0102, Repair Parts List, Figure 2, Item 17)

Strap, tie-down (WP 0163, Expendable and Durable Items List, Item 35)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

References

WP 0036, Remove/Install Batteries

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

REMOVE/INSTALL NATO SLAVE RECEPTACLE**WARNING**

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

The right-hand battery negative lead that connects directly to the grounding stud must be disconnected prior to disconnecting or removing batteries. Follow procedural steps in exact order given for removal and installation. Failure to comply may cause injury or death to personnel.

Remove NATO Slave Receptacle

1. Open left-side door on AMMPS generator set to locate NATO slave receptacle and batteries (not shown).
2. Disconnect cable (not shown) from negative battery terminal of right-hand battery (not shown) (WP 0036, Remove/Install Batteries).
3. Disconnect jumper cable (not shown) from negative battery terminal of left-hand battery (not shown) (WP 0036, Remove/Install Batteries).

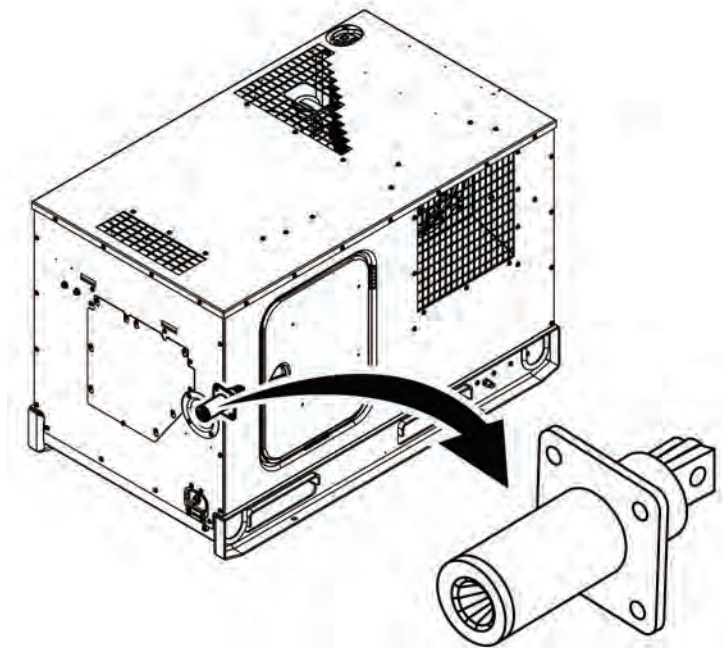


Figure 1. NATO Slave Receptacle — Location.

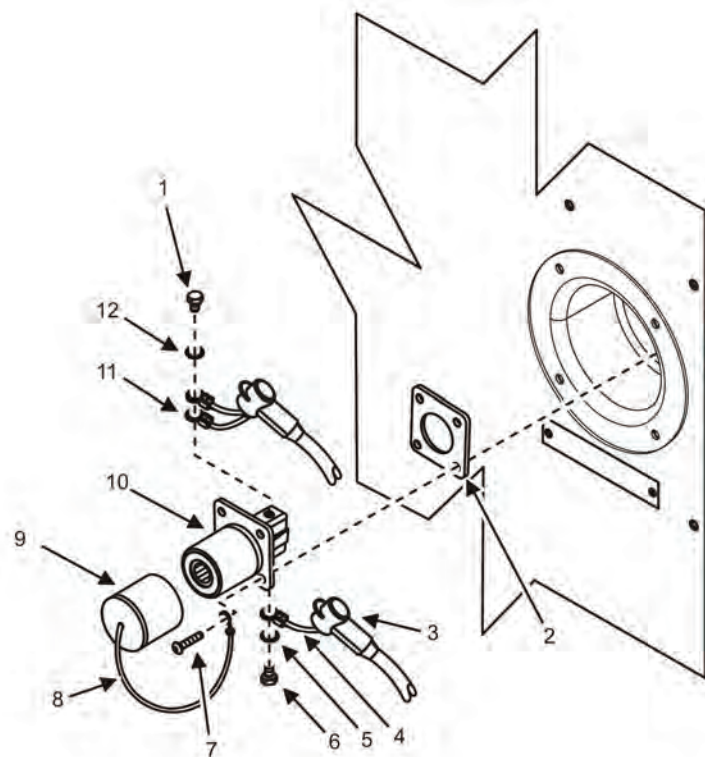


Figure 2. NATO Slave Receptacle Detail.

NOTE

Negative (-) and positive (+) symbols are stamped on the NATO slave receptacle terminal ends.

4. Re-position boot (Figure 2, Item 3), remove bolt (Figure 2, Item 6), lock washer (Figure 2, Item 5), and ground cable (Figure 2, Item 4) from negative side of NATO slave receptacle (Figure 2, Item 10).
5. Tag and identify ground cable (Figure 2, Item 4) for installation purposes.
6. Re-position boot (Figure 2, Item 3), remove bolt (Figure 2, Item 1), lock washer (Figure 2, Item 12), and two power cables (Figure 2, Item 11) from positive side of NATO slave receptacle (Figure 2, Item 10).
7. Tag and identify power cables (Figure 2, Item 11) for installation purposes.
8. Discard lock washers (Figure 2, Items 5 and 12).
9. Remove four bolts (Figure 2, Item 7), NATO slave receptacle (Figure 2, Item 10), gasket (Figure 2, Item 2), protective cap (Figure 2, Item 9) and tether (Figure 2, Item 8) from front body panel of unit. Discard gasket (Figure 2, Item 2).

END OF TASK**Inspect NATO Slave Receptacle**

1. Inspect NATO slave receptacle (Figure 2, Item 10), protective cap (Figure 2, Item 9), and tether (Figure 2, Item 8) for obvious signs of damage, corrosion, or burning.
2. Replace NATO slave receptacle (Figure 2, Item 10), protective cap (Figure 2, Item 9), and tether (Figure 2, Item 8) as required.
3. Inspect power and ground cables (Figure 2, Items 11 and 4) and cable ends for signs of damage, and repair or replace as required.
4. Inspect boots (Figure 2, Item 3) on positive and negative cables (Figure 2, Items 11 and 4) and replace if damaged.

END OF TASK**Install NATO Slave Receptacle**

1. Install new gasket (Figure 2, Item 2) onto terminal end of NATO slave receptacle (Figure 2, Item 10) and align mounting holes.

NOTE

For easier tool access during installation, the NATO slave receptacle (Figure 2, Item 10) can be installed with the terminals one above the other, rather than side by side.

2. Position and insert terminal end of NATO slave receptacle (Figure 2, Item 10) through mounting location on front of unit and align mounting holes.

NOTE

Tether (Figure 2, Item 8) is attached to lower right-hand mounting bolt (Figure 2, Item 7).

3. Position NATO slave receptacle (Figure 2, Item 10) to front of unit by installing four bolts (Figure 2, Item 7).

CAUTION

Negative (-) and positive (+) symbols are stamped on the NATO slave receptacle terminal ends. Ensure positive (+) and negative (-) cables are attached to the correct terminal ends. Failure to comply may cause damage to equipment.

4. Position two power cables (Figure 2, Item 11) onto positive side of NATO slave receptacle (Figure 2, Item 10). Refer to cable tags installed during disassembly.
5. Secure two power cables (Figure 2, Item 11) to positive side of NATO slave receptacle (Figure 2, Item 10) using mounting bolt (Figure 2, Item 1) and new lock washer (Figure 2, Item 12).
6. Cover mounting bolt (Figure 2, Item 1) and new lock washer (Figure 2, Item 12) of power cables (Figure 2, Item 11) with boot (Figure 2, Item 3).

CAUTION

Negative (-) and positive (+) symbols are stamped on the NATO slave receptacle terminal ends. Ensure positive (+) and negative (-) cables are attached to the correct terminal ends. Failure to comply may cause damage to equipment.

7. Position ground cable (Figure 2, Item 4) onto negative side of NATO slave receptacle (Figure 2, Item 10).
8. Secure ground cable (Figure 2, Item 4) to negative side of NATO slave receptacle (Figure 2, Item 10) using bolt (Figure 2, Item 6) and new lock washer (Figure 2, Item 5).
9. Cover mounting bolt (Figure 2, Item 6) and new lock washer (Figure 2, Item 5) with boot (Figure 2, Item 3).
10. Install protective cap (Figure 2, Item 9) on exterior of NATO slave receptacle (Figure 2, Item 10).
11. Connect jumper cable to negative battery terminal of left-hand battery (WP 0036, Remove/Install Batteries).
12. Connect ground cable to negative battery terminal of right-hand battery (WP 0036, Remove/Install Batteries).
13. Close left-side door of generator set.
14. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
15. Start engine and check for proper operation (TM 9-6115-750-10).
16. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
SERVICE FUEL SYSTEM

INITIAL SETUP:

Test Equipment

Beaker, Laboratory (WP 0162, Table 2, Item 7)

Tools and Special Tools

Adapter, Socket Wrench Drive 1/2" Male – 3/8" Female (WP 0162, Table 2, Item 43)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Cap set, protective (WP 0163, Expendable Durable Items List, Item 9)

Detergent, general purpose (WP 0163, Item 17)

Fuel, diesel, DF-2 (WP 0163, Item 20)

Pan, drain (1) (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

References

WP 0017, Remove/Install DCS

WP 0018, Repair DCS

WP 0036, Remove/Install Batteries

WP 0041, Remove/Install Fuel Pump, Main/Auxiliary

WP 0042, Remove/Install Fuel Manifold

WP 0043, Remove/Install Fuel Filter/Water Separator Assembly

WP 0044, Replace Fuel Filter/Water Separator Element

WP 0051, Remove/Install Engine Wiring Harness

WP 0095, General Maintenance

Foldout Pages

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

SERVICE FUEL SYSTEM

WARNING

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Make sure engine control switch is only set to PRIME & RUN during fuel system checks. Failure to comply may cause injury or death to personnel.

Purge Fuel Lines

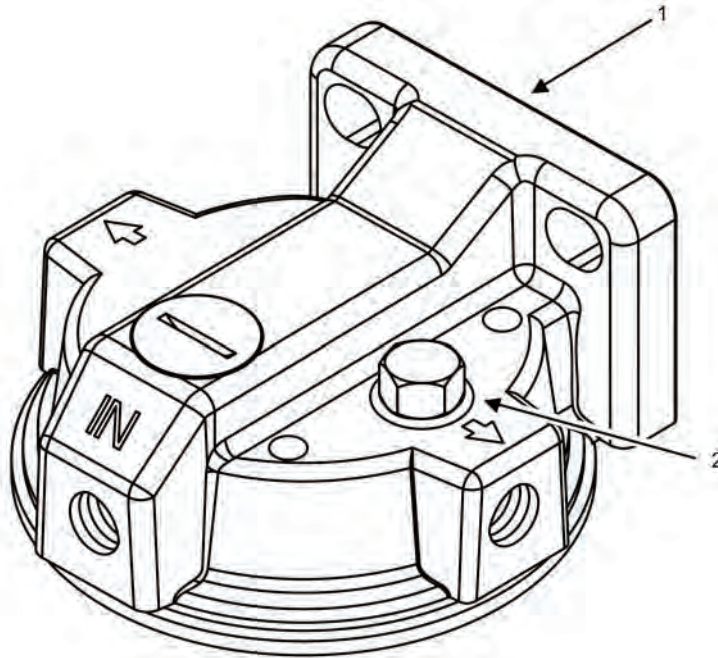


Figure 1. Air Bleed Vent Plug.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open right-side door.
3. Locate air bleed vent plug (Figure 1, Item 2) on fuel filter/water separator head (Figure 1, Item 1).
4. Place suitable container and wiping rags under and around air bleed vent plug (Figure 1, Item 2).
5. Remove dirt and debris on fuel filter/water separator head (Figure 1, Item 1) to prevent contamination of fuel system.

NOTE

Capture spilled fuel and dispose of IAW local SOP.

6. Remove air bleed vent plug (Figure 1, Item 2) from fuel filter/water separator head (Figure 1, Item 1).

NOTE

The use of an assistant is required for the following procedure.

7. Turn engine control switch to PRIME & RUN (using assistant) to pump fuel (TM 9-6115-750-10).
8. Observe fuel flow for evidence of air in the fuel line as indicated by bubbles, frothy appearance, or breaks in flow.
9. Turn engine control switch to OFF (using assistant) when evidence of air in fuel no longer appears for 2 – 3 sec (TM 9-6115-750-10).
10. Install air bleed vent plug (Figure 1, Item 2) to fuel filter/water separator head (Figure 1, Item 1).

11. Close right-side door.
12. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and check for leaks and proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
14. Repeat steps 1 through 13 if engine stops.
15. Dispose of captured fuel IAW local SOP.

END OF TASK

Check Fuel Flow

1. Ensure equipment conditions are met in order presented in initial setup
2. Check fuel level. Add fuel to fuel tank if empty (Fill Fuel Tank task).
3. Purge fuel lines (Purge Fuel Lines task).
4. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10) and listen to confirm fuel pump operation.
5. Continue to step 12 if fuel pump activates.
6. Ensure electrical connector is attached to main fuel pump if fuel pump does not activate (WP 0041, Remove/Install Fuel Pump, Main/Auxiliary).

WARNING

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

7. Disconnect main fuel pump connector (P65) and use a multimeter set to test VDC to check electrical connector pins for 24 VDC $\pm 10\%$ if electrical connector is attached but main fuel pump is not operating (WP 0095, General Maintenance).
8. Replace main fuel pump if voltage is within 24 VDC $\pm 10\%$ range (WP 0041, Remove/Install Fuel Pump, Main/Auxiliary).
9. Use wiring diagrams and troubleshoot electrical wires P2-N and P2-V for opens or shorts if voltage is outside 24 VDC $\pm 10\%$ range (Foldout Pages).
10. Repair or replace wiring if a short or open is found (WP 0095, General Maintenance and WP 0051, Remove/Install Engine Wiring Harness).
11. Test and replace DCS as required if no short or open is found (WP 0018, Repair DCS and WP 0017, Remove/Install DCS).
12. Turn engine control switch to OFF (TM 9-6115-750-10).
13. Remove fuel supply hose at fuel injection pump (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
14. Place open end of fuel supply hose into suitable container of at least 16 oz (500 mL) to catch pumped fuel.

NOTE

The use of an assistant is required for the following procedure.

15. Turn engine control switch to PRIME & RUN (using assistant) for approximately 15 sec. to pump fuel through fuel supply hose (TM 9-6115-750-10).
16. Turn engine control switch to OFF (TM 9-6115-750-10).
 - a. Install fuel supply hose and proceed to step 24 if fuel flow volume is approximately 12 oz (355 mL) after 15 sec. (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
 - b. Install fuel supply hose and remove fuel supply line from IN port of fuel filter/water separator if no fuel exits fuel supply hose or volume is less than approximate value in step a (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
17. Place open end of fuel supply line into suitable container to catch pumped fuel.
18. Turn engine control switch to PRIME & RUN (using assistant) for approximately 15 sec. to pump fuel through fuel supply line (TM 9-6115-750-10).
19. Turn engine control switch to OFF (TM 9-6115-750-10).
 - a. If fuel flow volume is approximately 12 oz (355 mL) after 15 sec., replace fuel filter/water separator element, install fuel supply line, and proceed to step 24 (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly and WP 0044, Remove/Install Fuel Filter/Water Separator Element).
 - b. If no fuel exits fuel supply line or volume is less than specification when engine control switch is turned to PRIME & RUN, service strainers in fuel manifold. See Service Fuel Strainers task.
20. Turn engine control switch to PRIME & RUN (using assistant) for approximately 15 sec. to pump fuel through fuel supply line again (TM 9-6115-750-10).
21. Turn engine control switch to OFF (TM 9-6115-750-10).
 - a. Install fuel supply line and proceed to step 24 if fuel flow volume is approximately 12 oz (355 mL) after 15 sec. (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
 - b. If no fuel exits fuel supply line at fuel filter/water separator or volume is less than specification when engine control switch is turned to PRIME & RUN, inspect fuel manifold fuel pickup tube for signs of damage or restriction. Replace or repair as required (WP 0042, Remove/Install Fuel Manifold).
22. Turn engine control switch to PRIME & RUN (using assistant) for approximately 15 sec. to pump fuel through fuel supply line again (TM 9-6115-750-10).
23. Turn engine control switch to OFF (TM 9-6115-750-10).
 - a. Install fuel supply line and proceed to step 24 if fuel flow volume is approximately 12 oz (355 mL) after 15 sec. (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
 - b. If no fuel exits fuel supply line at fuel filter/water separator or volume is less than specification when engine control switch is turned to PRIME & RUN, replace main fuel pump, install fuel supply line, and proceed to step 24 (WP 0041, Remove/Install Fuel Pump, Main/Auxiliary and WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).

NOTE

Wipe down fuel lines, parts, and fittings with wiping rag prior to installation.

24. Close right-side door.
25. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).

26. Start engine and check for leaks and proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
27. Repeat steps 1 through 26 if engine stops.
28. Dispose of captured fuel IAW local SOP.

END OF TASK

Drain Fuel Tank

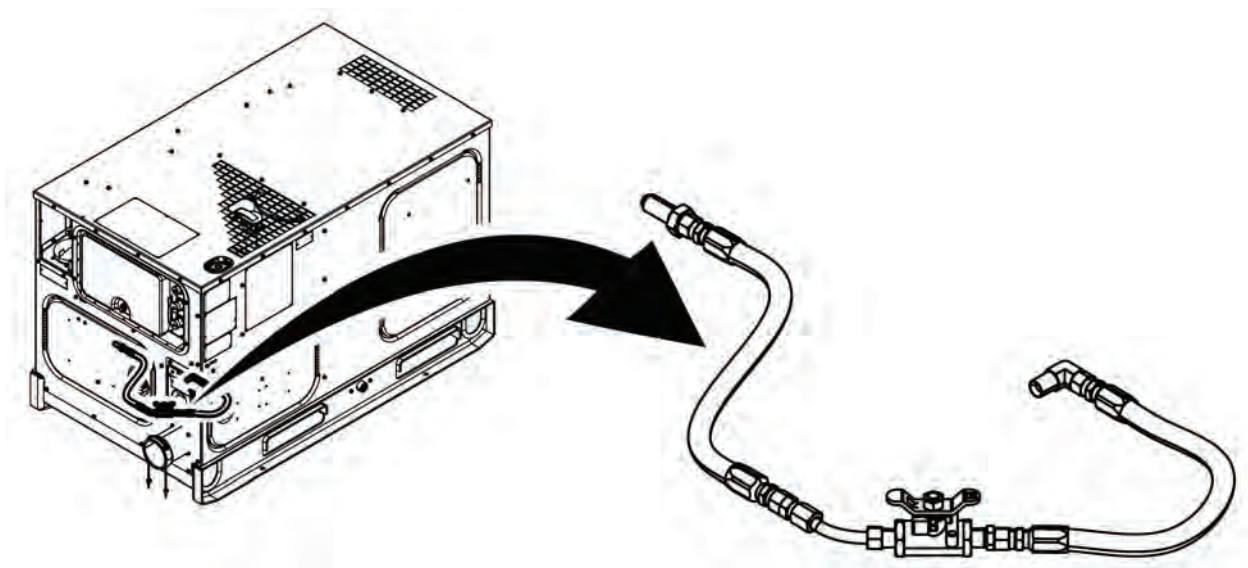


Figure 2. Fuel Drain — Location.

1. Turn engine control switch to OFF.
2. Remove any dirt and debris around fuel drain outlet cap (Figure 3, Item 3).
3. Place drain pan under fuel drain outlet connector (Figure 3, Item 1) to catch drained fuel.
4. Remove fuel drain outlet cap (Figure 3, Item 3) from fuel drain outlet connector (Figure 3, Item 1) on left-side, rear-end of unit skid.
5. Obtain auxiliary fuel line (Figure 3, Item 4) from accessory box inside right-side access door.
6. Connect auxiliary fuel line (Figure 3, Item 4) to fuel drain outlet connector (Figure 3, Item 1).
7. Remove fuel filler cap (Figure 4, Item 2) from fuel filler neck (Figure 4, Item 1).
8. Open rear door of generator set.
9. Locate fuel drain assembly (Figure 2).
10. Open ball valve (Figure 3, Item 2) by rotating lever counter-clockwise to the open position.

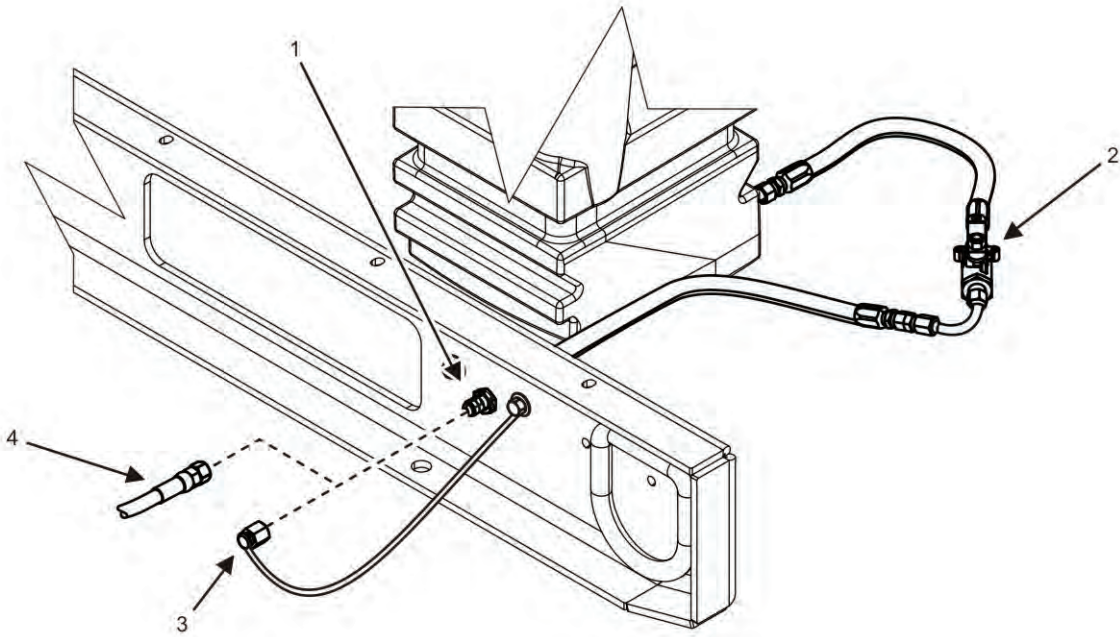


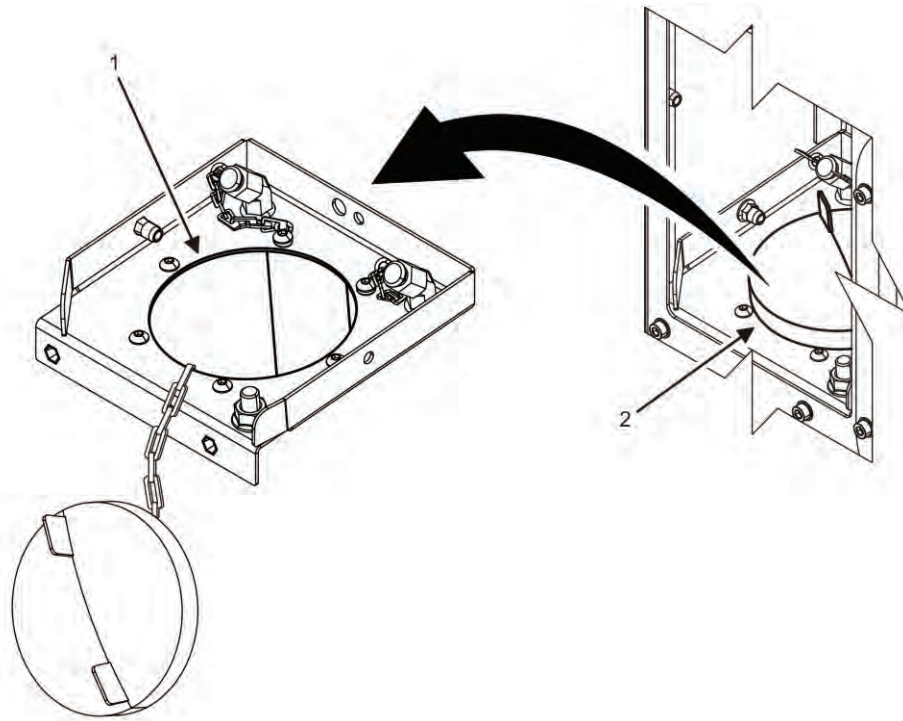
Figure 3. Fuel Drain — Detail.

NOTE

Capture spilled fuel and dispose of IAW local SOP.

11. Close ball valve (Figure 3, Item 2) when flow of fuel stops by rotating lever clockwise to the shut position.
12. Remove auxiliary fuel line (Figure 3, Item 4) from fuel drain outlet connector (Figure 3, Item 1).
13. Replace fuel drain outlet cap (Figure 3, Item 3) on fuel drain outlet connector (Figure 3, Item 1).
14. Wipe down auxiliary fuel line (Figure 3, Item 4) and store it in accessory box inside right-side access door.
15. Clean fuel drain outlet area of fuel and dirt.
16. Dispose of soiled rags IAW local SOP.
17. Replace fuel filler cap (Figure 4, Item 2) and tighten.

END OF TASK

Fill Fuel Tank**Figure 4. Fuel Filler — Location.****NOTE**

Note orientation of fuel cap before removal to aid in installation.

1. Remove fuel cap (Figure 4, Item 2).
2. Ensure ball valve (Figure 3, Item 2) is securely closed and 90 degrees from direction of fuel flow.
3. Add approved fuel into fuel filler opening (Figure 4, Item 1) until the level of fuel is at the top of the fuel tank.

NOTE

Capture and dispose of spilled fluid IAW local SOP.

4. Replace fuel filler cap (Figure 4, Item 2) and secure.

END OF TASK**Service Fuel Strainers**

1. Open left-side door.
2. Remove negative ground cable from right-hand battery (WP 0036, Remove/Install Batteries).

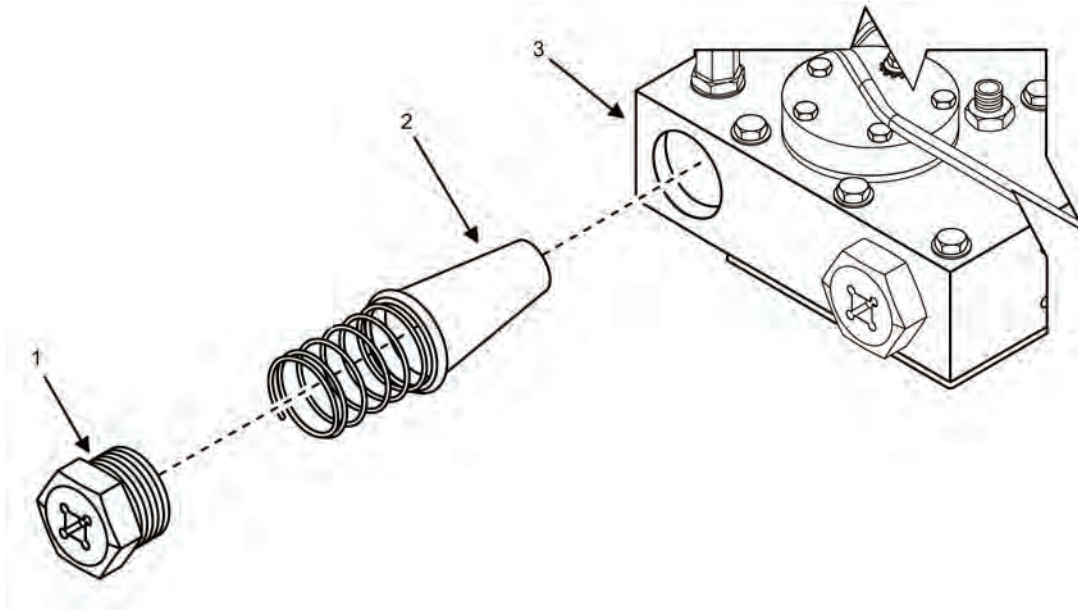


Figure 5. Fuel Strainer — Detail.

3. Open rear door and locate fuel strainer plugs (Figure 5, Item 1) on fuel manifold (Figure 5, Item 3).
4. Remove fuel strainer plugs (Figure 5, Item 1) from fuel manifold (Figure 5, Item 3).
5. Remove strainers (Figure 5, Item 2) from fuel manifold (Figure 5, Item 3).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

6. Remove any dirt, debris, or blockages and clean strainers with dry cleaning solvent.
7. Inspect strainers for holes, tears, and other signs of obvious damage and replace if required.
8. Install strainers (Figure 5, Item 2) to fuel manifold (Figure 5, Item 3).

NOTE

Wipe down fuel lines, parts, and fittings with wiping rag prior to installation.

9. Use a 3/8-in female to 1/2-in male adapter and install fuel strainer plugs (Figure 5, Item 1) to a torque value of 18 – 22 ft/lb (24 – 30 Nm).
10. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
11. Close generator set doors.
12. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and check for leaks and proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10). Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL PUMP, MAIN/AUXILIARY

INITIAL SETUP:**Tools and Special Tools**

Crowfoot Attachment Set, Socket Wrench, Flare Nut, Standard (WP 0162, Table 2, Item 14)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Pump, fuel, electric (2) (WP 0112, Repair Parts List, Figure 12, Item 10)

Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)

Grease, electrically conductive (WP 0163, Item 21)

Rag, wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

REMOVE/INSTALL FUEL PUMP, MAIN/AUXILIARY
WARNING

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Remove Fuel Pump

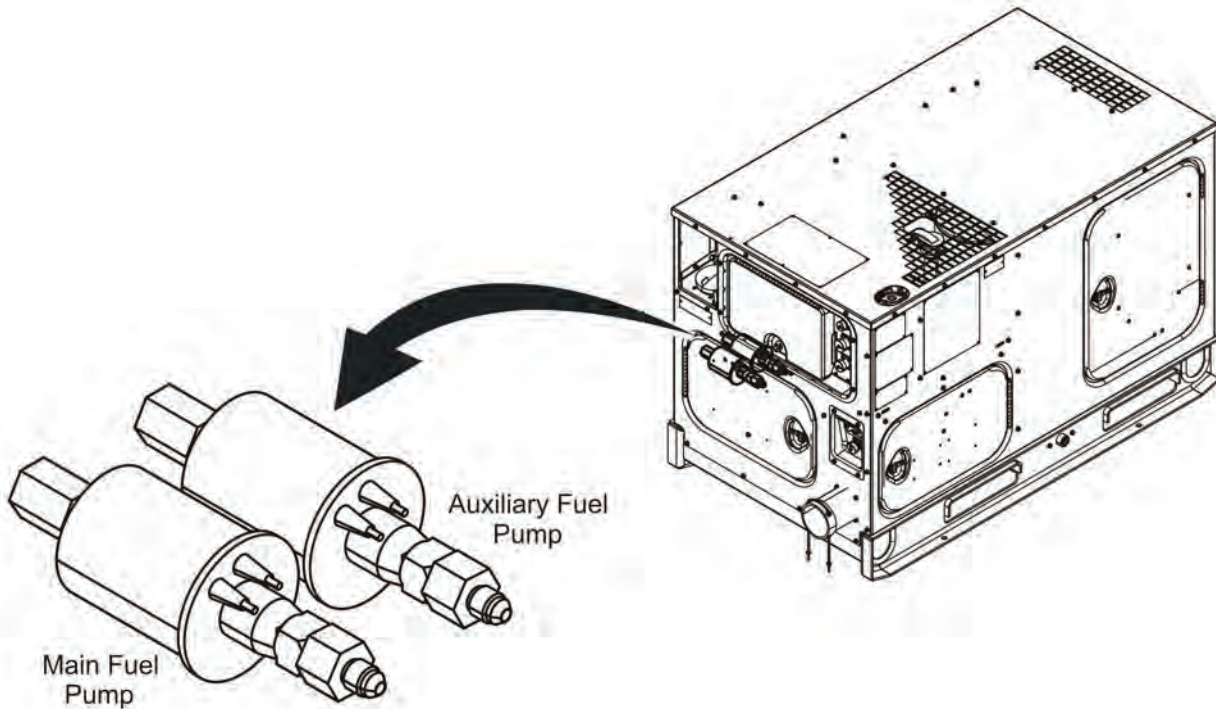


Figure 1. Fuel Pump — Location.

NOTE

Removing the main fuel pump and the auxiliary fuel pump require the same procedure. Fuel supply line connects main fuel pump to fuel filter/water separator. An auxiliary fuel line attaches auxiliary fuel pump to fuel manifold.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fuel pump to be removed (Figure 1) through interior panel gap.
3. Disconnect fuel pump electrical leads (Figure 2, Item 2) from unit wiring harness at connector (Figure 2, Item 3).
4. Tag and identify electrical connectors to facilitate reconnection if removing both fuel pumps.
5. Inspect electrical connectors for fraying and other signs of obvious damage and replace as required.
6. Open rear panel door.

NOTE

Capture and dispose of spilled fuel IAW local SOP. Cap/plug open fuel lines to prevent dirt and debris from entering the fuel system.

7. Place suitable catch container and wiping rag under fuel pumps to capture spilled fuel.

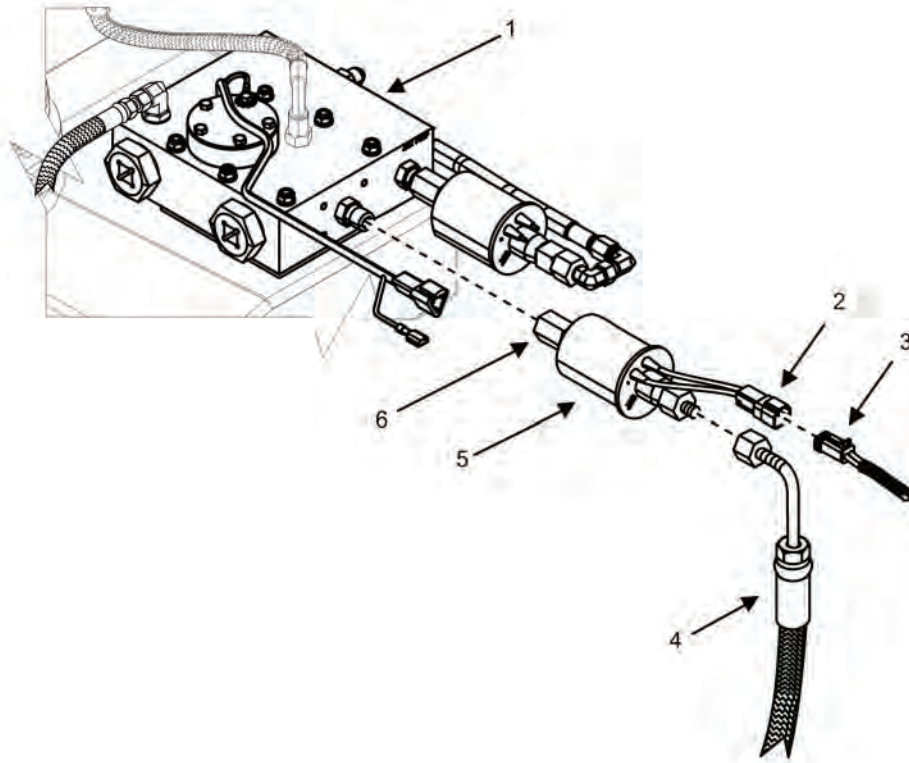


Figure 2. Fuel Pump — Detail.

NOTE

Two wrenches are required to separate this fitting.

8. Disconnect fitting of fuel supply line (Figure 2, Item 4) from fuel pump (Figure 2, Item 5). Cap/plug line to prevent dirt and debris from entering the fuel system.
9. Inspect line and fitting for obvious signs of damage and replace as required.
10. Loosen fuel pump fitting (Figure 2, Item 6) from manifold (Figure 2, Item 1).
11. Remove fuel pump (Figure 2, Item 5) from manifold (Figure 2, Item 1) by turning fuel pump fitting counterclockwise.
12. Place fuel pump (Figure 2, Item 5) on suitable work surface.

END OF TASK

Inspect Fuel Pump

1. Inspect fuel pump fitting (Figure 2, Item 6) for cracks and other obvious signs of damage.
2. Inspect fuel pump (Figure 2, Item 5) for wear or damage
3. Replace fuel pump (Figure 2, Item 5) as required.

END OF TASK

Install Fuel Pump**CAUTION**

Be sure to install fuel pump in proper direction relative to fuel flow. The flow from this pump is outward. Failure to comply may cause damage to equipment.

NOTE

Installing the main fuel pump and the auxiliary fuel pump require the same procedure. Fuel supply line connects main fuel pump to fuel filter/water separator. An auxiliary fuel line attaches auxiliary fuel pump to fuel manifold.

Capture and dispose of spilled fluid IAW local SOP. Remove all caps/plugs from fuel lines/fittings prior to installation of each fuel line.

Wipe down fuel lines, parts, and fittings with wiping rag prior to installation.

Sealant cure time is 30 min to use fuel system and 72 hr for full strength.

1. Remove old thread sealant from fuel pump (Figure 2, Item 5) and fuel pump fitting (Figure 2, Item 6) if reusing fuel pump (Figure 2, Item 5) or fuel pump fitting (Figure 2, Item 6).
2. Apply thread sealant to fuel pump fitting (Figure 2, Item 6) prior to installation.
3. Position fuel pump (Figure 2, Item 5) to fuel manifold (Figure 2, Item 1) and finger-tighten.
4. Tighten fuel pump fitting (Figure 2, Item 6) an extra one and one-half turns.
5. Position fuel supply line (Figure 2, Item 4) to fuel pump (Figure 2, Item 5) and finger-tighten fuel line fitting.

NOTE

If installing the auxiliary fuel pump, torque fuel auxiliary line to 151 – 168 in/lb (17 – 19 Nm).

6. Tighten fuel supply line (Figure 2, Item 4) fitting.
7. Remove tags from electrical connectors if necessary.
8. Connect fuel pump electrical leads (Figure 2, Item 2) to unit wiring harness at connector (Figure 2, Item 3).
9. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
10. Install top body panel (WP 0028, Remove/Install Top Body Panel).
11. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
12. Purge fuel system (WP 0040, Service Fuel System).
13. Close generator set doors.
14. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
15. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
16. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL MANIFOLD

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Torque Tube, 5-75 FT-LB (WP 0162, Table 2, Item 46)

Torque Wrench Head End, 1/4" X 3/8" Drive, 5/8" (WP 0162, Table 2, Item 47)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 51)

Materials/Parts

Gasket, fuel system (WP 0111, Repair Parts List, Figure 11, Item 49)

Manifold, fuel (WP 0112, Figure 12, Item 20)

Pipe, fuel (WP 0112, Figure 12, Item 17)

Seal, O-ring (WP 0112, Figure 12, Item 2)

Washer, sealing (6) (WP 0111, Figure 11, Item 36)

Brush, acid swabbing (WP 0163, Expendable and Durable Items List, Item 6)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Compound, sealing (WP 0163, Item 15)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Materials/Parts

Primer, sealing compound (WP 0163, Item 31)

Rag, wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

52D (1)

Assistant (1)

References

WP 0040, Service Fuel System

WP 0041, Remove/Install Fuel Pump, Main/Auxiliary

WP 0046, Remove/Install Fuel Level Sensor

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)

Fuel tank drained to half-capacity (TM 9-6115-750-10)

REMOVE/INSTALL FUEL MANIFOLD**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Remove Fuel Manifold Assembly**NOTE**

Tag and/or index all connections before removal.

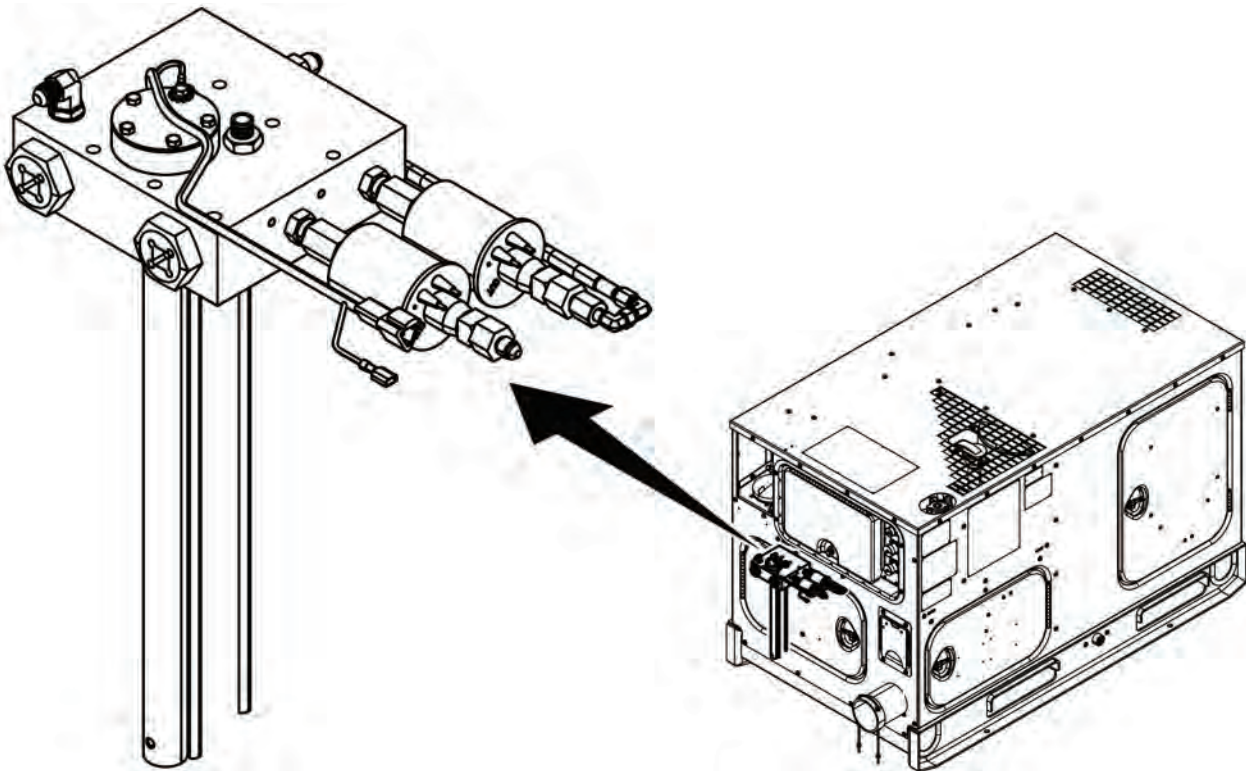


Figure 1. Fuel Manifold Assembly — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fuel manifold assembly (Figure 1).
3. Disconnect electrical connectors (Figure 2, Item 12) from engine wiring harness connectors (Figure 2, Item 11).

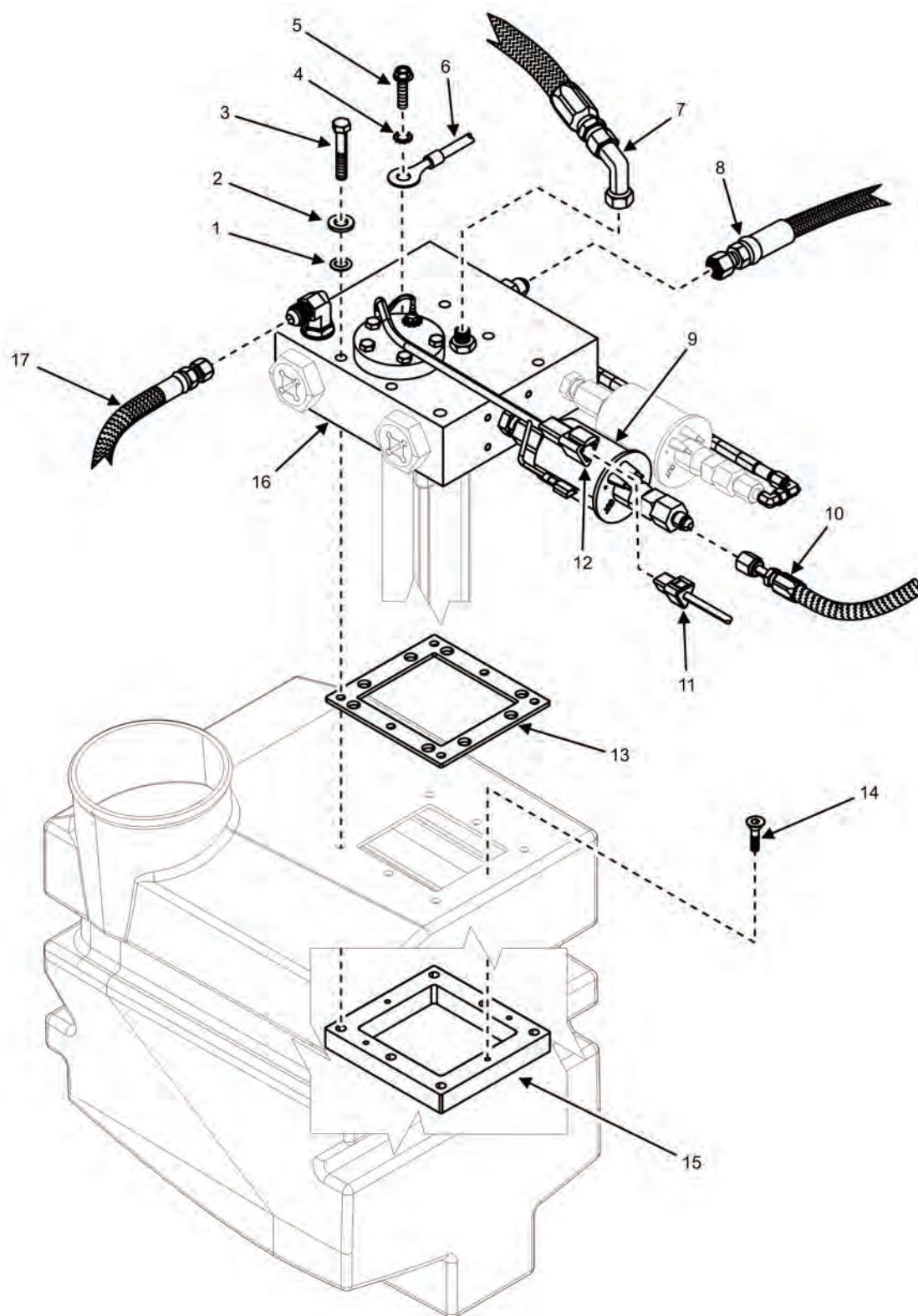


Figure 2. Fuel Manifold Assembly — Removal.

4. Remove screw (Figure 2, Item 5), external tooth lock washer (Figure 2, Item 4), and ground wire (Figure 2, Item 6) from fuel manifold (Figure 3, Item 16).

NOTE

Capture spilled fuel and dispose of IAW local SOP. Dispose of soiled rags IAW local SOP.

To prevent contamination from entering the fuel system, cap/plug all open fuel lines and fittings.

5. Remove fuel supply line (Figure 2, Item 10) from main fuel pump (Figure 2, Item 9).
6. Place wiping rags around auxiliary fuel intake and vent lines (Figure 2, Items 17 and 7) on fuel manifold assembly (Figure 2, Item 16) to capture spilled fuel when lines are removed.
7. Remove auxiliary fuel intake line (Figure 2, Item 17) from fuel manifold assembly (Figure 2, Item 16).
8. Inspect auxiliary fuel intake line (Figure 2, Item 17) for obvious damage and replace as required.
9. Remove auxiliary fuel vent line (Figure 2, Item 7) from fuel manifold assembly (Figure 2, Item 16).
10. Inspect auxiliary fuel vent line (Figure 2, Item 7) for obvious damage and replace as required.
11. Remove fuel return line (Figure 2, Item 8) from fuel manifold assembly (Figure 2, Item 16).
12. Inspect fuel return line (Figure 2, Item 8) for obvious damage and replace as required.
13. Remove six screws (Figure 2, Item 3), six flat washers (Figure 2, Item 2), and six sealing washers (Figure 2, Item 1) that secure fuel manifold assembly (Figure 2, Item 16) to fuel tank.
14. Discard six sealing washers (Figure 2, Item 1).
15. Remove fuel manifold assembly (Figure 2, Item 16) from fuel tank and place on a suitable work surface.
16. Remove fuel system gasket (Figure 2, Item 13) from fuel tank. Discard fuel system gasket (Figure 2, Item 13).
17. Inspect gasket retainer (Figure 2, Item 15) inside fuel tank for signs of obvious damage. Replace gasket retainer (Figure 2, Item 15) as required.
 - a. Remove two flat screws (Figure 2, Item 14) while supporting gasket retainer (Figure 2, Item 15).
 - b. Tilt and remove gasket retainer (Figure 2, Item 15) through fuel tank opening.

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

18. Remove any residual fuel system gasket material from fuel tank and fuel manifold assembly (Figure 2, Item 16) using solvent, brush, and wiping rags.
19. Cover hole in fuel tank to prevent dirt and debris from contaminating the fuel system.

END OF TASK

Disassemble Fuel Manifold Assembly

NOTE

The same wire (Figure 3, Item 10) attaches under fuel manifold (Figure 3, Item 16) and to fuel tube (Figure 3, Item 15). Wire is shown twice in Figure 3 for clarity.

1. Remove screw (Figure 3, Item 11), external tooth lock washer (Figure 3, Item 9), and wire (Figure 3, Item 10) from under fuel manifold (Figure 3, Item 16).
2. Remove nut (Figure 3, Item 13), external tooth lock washer (Figure 3, Item 14), and wire (Figure 3, Item 10) from stud of fuel tube (Figure 3, Item 15).
3. Remove main and auxiliary fuel pumps (WP 0041, Remove/Install Fuel Pump, Main/Auxiliary).

4. Remove fuel level sensor (WP 0046, Remove/Install Fuel Level Sensor).
5. Remove fuel strainers (WP 0040, Service Fuel System).
6. Disconnect fuel auxiliary line (Figure 3, Item 5) from fuel manifold (Figure 3, Item 16).
7. Inspect fuel auxiliary line (Figure 3, Item 5) for obvious signs of damage and replace as required.
8. Inspect two elbow fittings (Figure 3, Items 6 and 7) on fuel auxiliary line (Figure 3, Item 5) for obvious signs of damage and replace damaged elbow fittings (Figure 3, Items 6 and 7) as required.
9. Remove two fuel supply tubes (Figure 3, Item 12) from fuel manifold (Figure 3, Item 16).
10. Inspect two fuel supply tubes (Figure 3, Item 16) for obvious signs of damage and replace as required.
11. Remove two pump fittings (Figure 3, Item 8) from fuel manifold (Figure 3, Item 16).
12. Inspect two pump fittings (Figure 3, Item 8) for obvious signs of damage and replace as required.

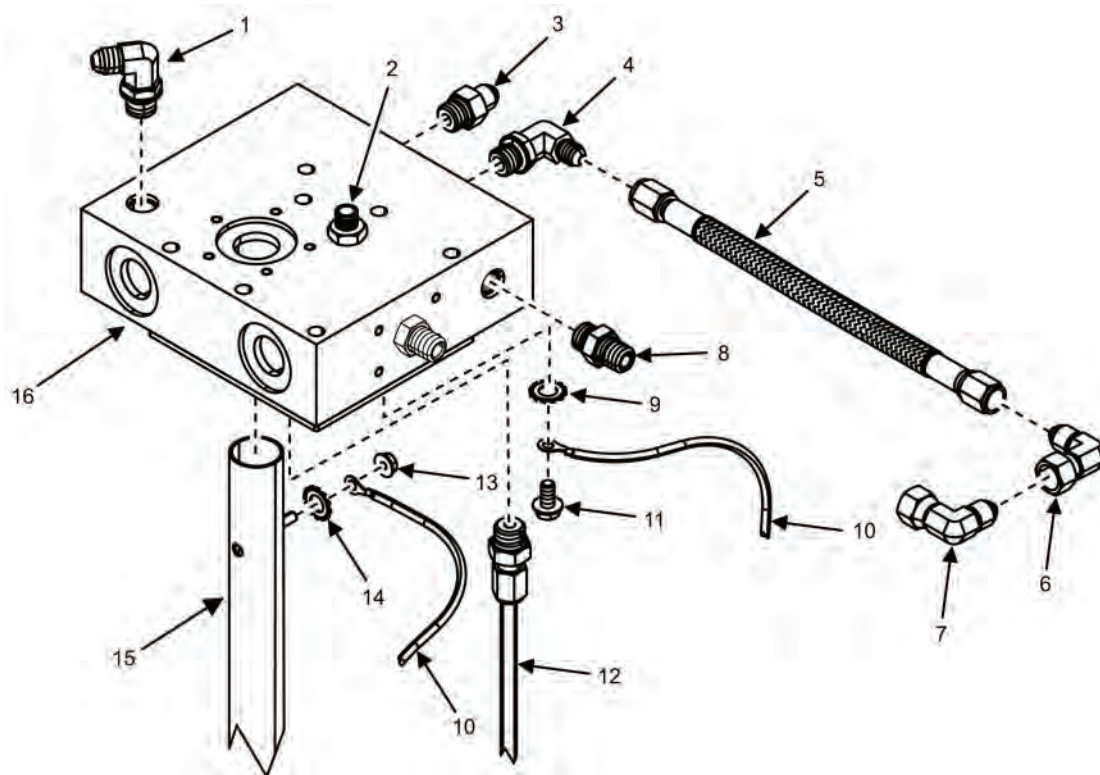


Figure 3. Fuel Manifold Assembly — Components.

NOTE

Note orientation of auxiliary fuel elbow (Figure 3, Item 1) before removal to aid in installation.

13. Remove auxiliary fuel elbow (Figure 3, Item 1) and straight fitting (Figure 3, Item 2) from fuel manifold (Figure 3, Item 16).
14. Inspect auxiliary fuel elbow (Figure 3, Item 1) and straight fitting (Figure 3, Item 2) for obvious signs of damage. Replace as required.
15. Remove elbow (Figure 3, Item 4) from fuel manifold assembly (Figure 2, Item 16).
16. Inspect elbow (Figure 3, Item 4) for obvious signs of damage. Replace as required.
17. Remove straight fitting (Figure 3, Item 3) from fuel manifold assembly (Figure 2, Item 16).

18. Inspect straight fitting (Figure 3, Item 3) for obvious signs of damage. Replace as required.

END OF TASK

Inspect Fuel Manifold

NOTE

Fuel tube (Figure 3, Item 15) is permanently attached to fuel manifold (Figure 3, Item 16) at assembly. If either part is damaged, both parts must be replaced.

1. Inspect fuel manifold (Figure 3, Item 16) and fuel tube (Figure 3, Item 15) for cracks, leaks, and other signs of obvious damage. If either part is damaged, replace fuel manifold (Figure 3, Item 16) and fuel tube (Figure 3, Item 15).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

2. Remove any residual sealant from fuel manifold ports and all fittings that will be reused at assembly with brush and dry cleaning solvent.

END OF TASK

Assemble Fuel Manifold

NOTE

Wipe down fuel lines, parts, and fittings with wiping rag prior to installation.

If replacing fuel manifold (Figure 3, Item 16), new fuel tube (Figure 3, Item 15) must be assembled to new fuel manifold (Figure 3, Item 16) using primer and adhesive. Cure time for this process is 24 hr before the assembly can be exposed to fuel.

1. Apply primer and adhesive to mounting surfaces of fuel tube (Figure 3, Item 15) and fuel manifold (Figure 3, Item 16).
2. Insert fuel tube (Figure 3, Item 15) into fuel manifold (Figure 3, Item 16).
3. Remove any beads of adhesive from inside fuel tube (Figure 3, Item 15) and fuel manifold (Figure 3, Item 16). Adhesive must cure for 24 hr before contact with fuel.

NOTE

To provide proper seal against fuel leaks, apply thread sealant to pipe threads of all fittings prior to assembly. Thread sealant must cure for 30 min before fuel manifold can be exposed to fuel.

4. Apply thread sealant to pipe threads of straight fitting (Figure 3, Item 3).
5. Install straight fitting (Figure 3, Item 3) to fuel manifold (Figure 3, Item 16) to a torque value of 20 ft/lb (27 Nm).
6. Apply thread sealant to pipe threads of elbow (Figure 3, Item 4).
7. Install elbow (Figure 3, Item 4) to proper orientation on fuel manifold (Figure 3, Item 16) to a torque value 20 ft/lb (27 Nm).

8. Apply thread sealant to pipe threads of auxiliary fuel elbow (Figure 3, Item 1) and straight fitting (Figure 3, Item 2).
9. Install auxiliary fuel elbow (Figure 3, Item 1) to proper orientation on fuel manifold (Figure 3, Item 16) and straight fitting (Figure 3, Item 2) to a torque value of 20 ft/lb (27 Nm).
10. Apply thread sealant to pipe threads of two pump fittings (Figure 3, Item 8).
11. Install two pump fittings (Figure 3, Item 8) to fuel manifold (Figure 3, Item 16) to a torque value of 20 ft/lb (27 Nm).
12. Apply thread sealant to pipe threads of two fuel supply tubes (Figure 3, Item 12).
13. Install fuel supply tubes (Figure 3, Item 12) to fuel manifold (Figure 8, Item 16) to a torque value of 20 ft/lb (27 Nm).

NOTE

To provide proper seal against fuel leaks, apply thread sealant to pipe threads of all fittings prior to assembly. Sealant must cure for 30 min before fuel manifold can be exposed to fuel. Torque value for fittings is 12 – 14 ft/lb (17 – 19 Nm).

14. Apply thread sealant to pipe threads of two elbow fittings (Figure 3, Items 6 and 7) if removed.
15. Install two elbow fittings (Figure 3, Items 6 and 7) to fuel auxiliary line (Figure 3, Item 5) as required.
16. Install fuel auxiliary line (Figure 3, Item 5) to elbow fitting (Figure 3, Item 4) on fuel manifold (Figure 3, Item 16) assembly.

NOTE

The same wire (Figure 3, Item 10) attaches under fuel manifold (Figure 3, Item 16) and to fuel tube (Figure 3, Item 15). Wire is shown twice in Figure 3 for clarity.

17. Install screw (Figure 3, Item 11), external tooth lock washer (Figure 3, Item 9), and wire (Figure 3, Item 10) to under fuel manifold (Figure 3, Item 16). Torque screw (Figure 3, Item 11) to 44 – 53 in/lb (5 – 6 Nm).
18. Install nut (Figure 3, Item 13), external tooth lock washer (Figure 3, Item 14), and wire (Figure 3, Item 10) from stud of fuel tube (Figure 3, Item 15). Torque nut (Figure 3, Item 13) to 1 ft/lb (1 – 2 Nm).
19. Install fuel plugs and strainers (WP 0040, Service Fuel System).
20. Install fuel level sensor (WP 0046, Remove/Install Fuel Level Sensor).
21. Install fuel pumps (WP 0041, Remove/Install Fuel Pump, Main/Auxiliary).

END OF TASK

Install Fuel Manifold

NOTE

Wipe down fuel lines, parts, and fittings with wiping rag prior to installation.

1. Install gasket retainer (Figure 2, Item 15) if removed.
 - a. Insert gasket retainer (Figure 2, Item 15) through opening in fuel tank and align mounting holes.
 - b. Install two flat screws (Figure 2, Item 14) through mounting holes in tank to secure gasket retainer (Figure 2, Item 15) to inside fuel tank.
 - c. Torque two flat screws (Figure 2, Item 14) to 8 – 10 in/lb (1 Nm).
2. Position new fuel system gasket (Figure 2, Item 13) on top of fuel tank and align mounting holes.

3. Position fuel manifold assembly (Figure 2, Item 16) to top of fuel tank and fuel system gasket (Figure 2, Item 13) and align mounting holes.
4. Secure fuel manifold assembly (Figure 2, Item 16) to fuel tank by installing six screws (Figure 2, Item 3) with six flat washers (Figure 2, Item 2) and six new sealing washers (Figure 2, Item 1) through fuel manifold assembly (Figure 2, Item 16) and gasket retainer (Figure 2, Item 15).
5. Tighten six screws (Figure 2, Item 3) in a cross pattern to a torque value of 43 – 47 in/lb (5 Nm).
6. Install auxiliary fuel vent line (Figure 2, Item 7) to straight fitting (Figure 3, Item 2) on fuel manifold assembly (Figure 2, Item 16). Torque to 195 – 212 in/lb (22 – 24 Nm).
7. Install auxiliary fuel intake line (Figure 2, Item 17) to elbow on fuel manifold assembly (Figure 2, Item 16). Torque to 195 – 212 in/lb (22 – 24 Nm).
8. Install fuel return line (Figure 2, Item 8) to fuel manifold assembly (Figure 2, Item 16).
9. Install fuel supply line (Figure 2, Item 10) to main fuel pump (Figure 2, Item 9).
10. Install screw (Figure 2, Item 5), external tooth lock washer (Figure 2, Item 4), and ground wire (Figure 2, Item 6) to fuel manifold assembly (Figure 2, Item 16). Torque screw (Figure 2, Item 5) to 84 – 108 in/lb (10 – 12 Nm).
11. Connect electrical connectors (Figure 2, Item 12) to engine wiring harness connectors (Figure 2, Item 11).
12. Install radiator support panel (WP 0033, Remove/Install Interior Body Panels).
13. Fill fuel tank (WP 0040, Service Fuel System).
14. Install negative ground cable to right-hand battery (WP 0036 Remove/Install Batteries).
15. Purge fuel system (WP 0040, Service Fuel System).
16. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
17. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
18. Repair as required.
19. Dispose of captured fuel and soiled rags IAW local SOP.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL FILTER/WATER SEPARATOR ASSEMBLY

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)
Wrench, Oil Filter, Strap (WP 0162, Table 2, Item 49)
Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Materials/Parts

Separator, fuel-water (1) (WP 0113, Repair Parts List, Figure 13, Item 6)
Cap set, protective (1) WP 0163, Expendable and Durable Items List, Item 9)
Grease, electrically conductive (WP 0163, Item 21)
Rag, wiping (2) (WP 0163, Item 32)
Sealant (WP 0163, Item 33)
Tag, marker (5) (WP 0163, Item 36)

Personnel Required

91D (1)

References

WP 0040, Service Fuel System
WP 0044, Replace Fuel Filter/Water Separator Element

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
Engine cool
Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL FUEL FILTER/WATER SEPARATOR ASSEMBLY**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

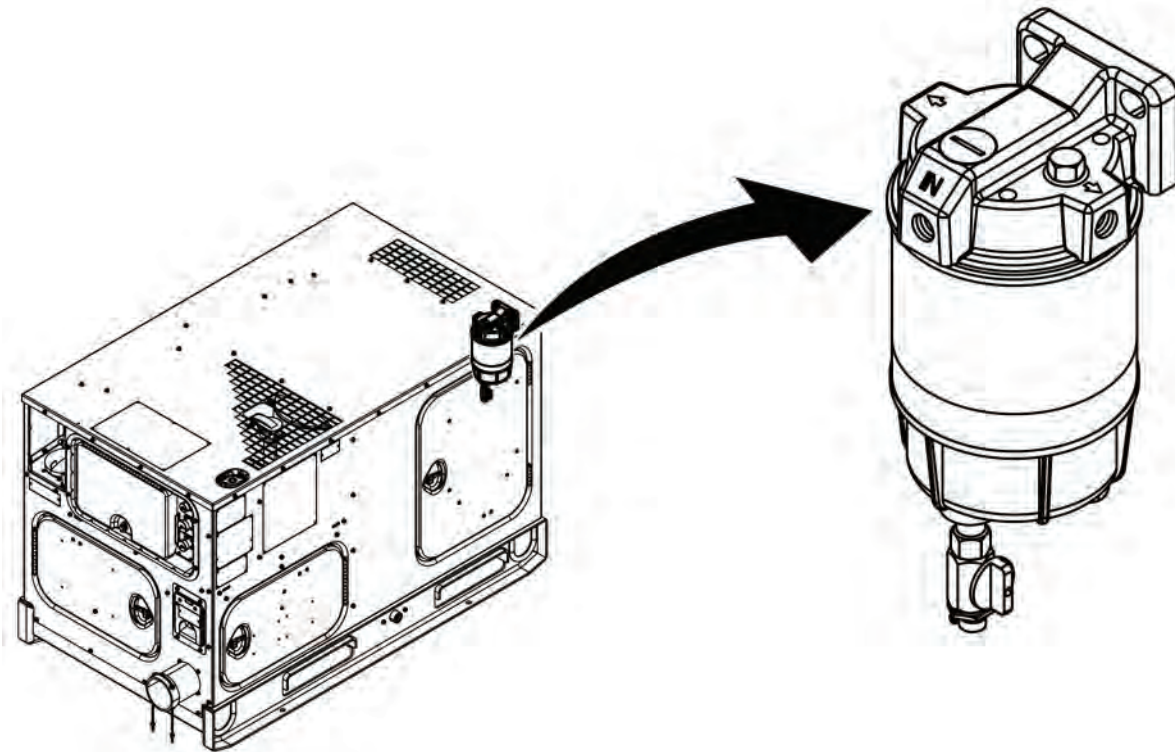
Remove Fuel Filter/Water Separator Assembly

Figure 1. Fuel Filter/Water Separator Assembly — Location.

NOTE

Capture spilled fuel and dispose of with IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

Tag and identify fuel lines and hoses after removal of each line to aid with installation.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fuel filter/water separator assembly through right-side door (Figure 1).
3. Place suitable container and wiping rag under fuel filter/water separator assembly (Figure 2, Item 2) to catch spilled fuel.
4. Open drain valve (Figure 2, Item 11) on bottom of water bowl (Figure 3, Item 6).
5. Allow fuel to drain into container until flow stops.
6. Close fuel drain valve (Figure 2, Item 11).
7. Remove dirt and debris from fuel filter/water separator head (Figure 3, Item 7) to prevent contamination of fuel system.

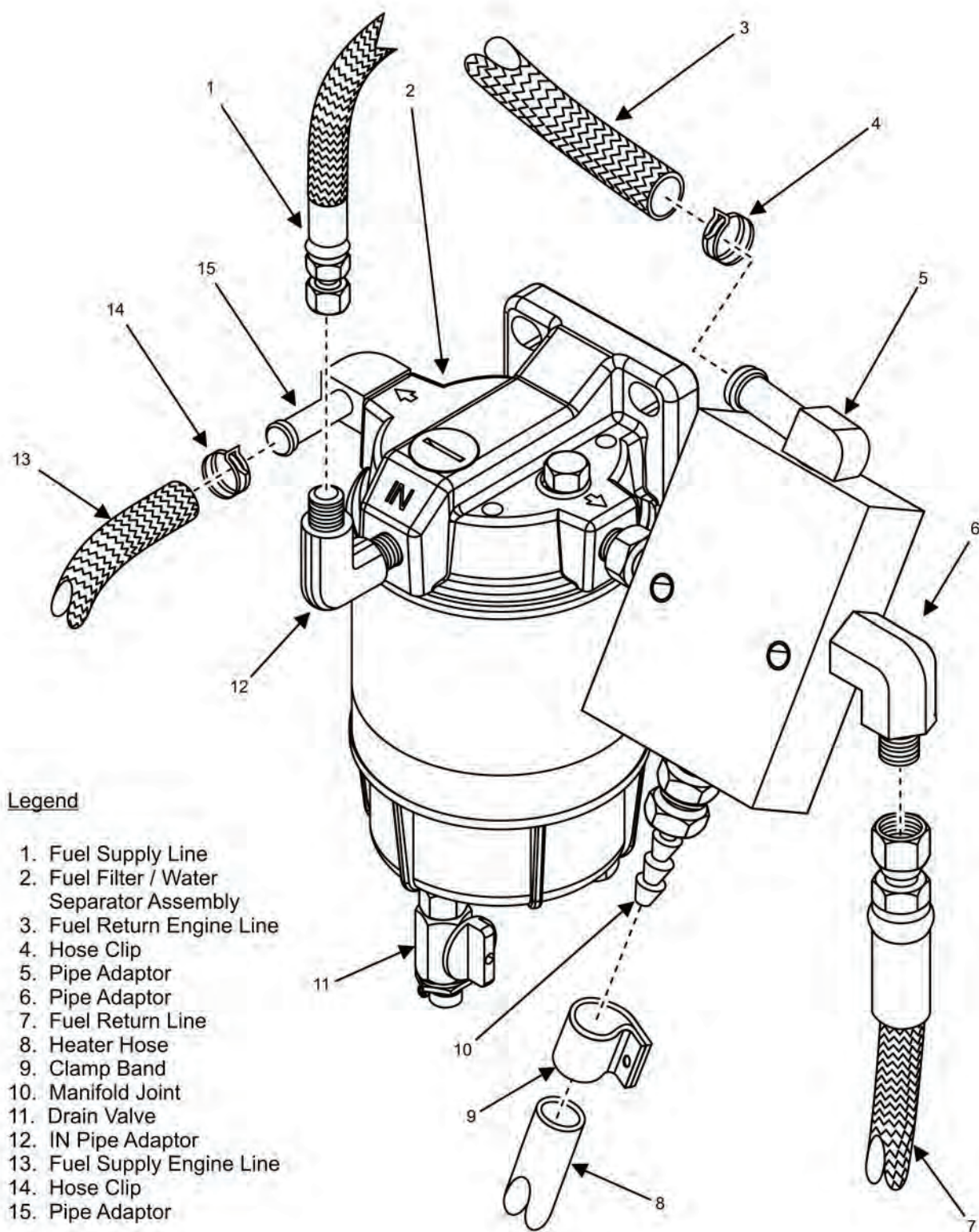


Figure 2. Fuel Filter/Water Separator — Detail.

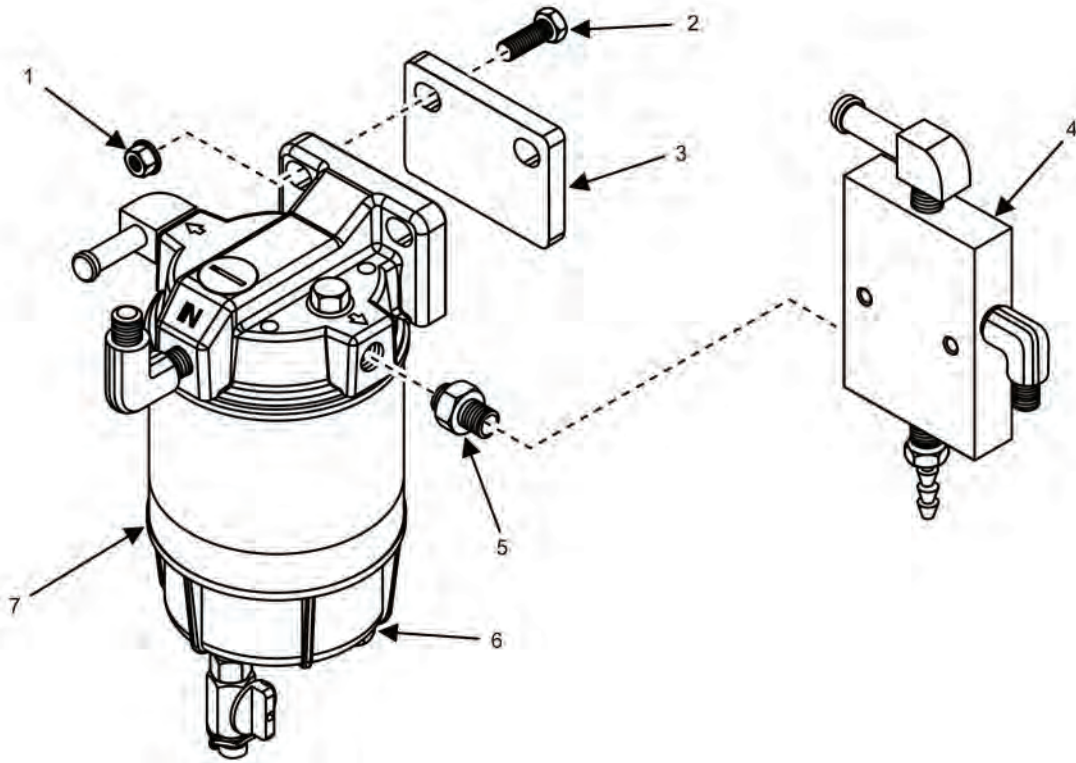


Figure 3. Fuel Filter/Water Separator — Removal.

8. Remove two screws (Figure 3, Item 2) and two nuts (Figure 3, Item 1) securing fuel filter/water separator head (Figure 3, Item 7) and spacer (Figure 3, Item 3) to front body panel. Place spacer (Figure 3, Item 3) on suitable work surface.
9. Reposition fuel filter/water separator head (Figure 3, Item 7) to gain access to fuel lines to be removed.
10. Disconnect fuel supply line (Figure 2, Item 1) at IN pipe adaptor (Figure 2, Item 12). Cap/plug fuel supply line (Figure 2, Item 1) and IN pipe adaptor (Figure 2, Item 12) to prevent dirt and debris from entering fuel system.
11. Inspect fuel supply line (Figure 2, Item 1) for obvious signs of damage and replace as required.
12. Loosen and slide back hose clip (Figure 2, Item 14) on fuel supply engine line (Figure 2, Item 13) away from pipe adaptor (Figure 2, Item 15).
13. Remove fuel supply engine line (Figure 2, Item 13) from pipe adaptor (Figure 2, Item 15). Cap/plug fuel supply engine line (Figure 2, Item 13) and pipe adaptor (Figure 2, Item 15) to prevent dirt and debris from entering fuel system.
14. Inspect fuel supply engine line (Figure 2, Item 13) for cracks and other signs of obvious damage and replace as required.
15. Loosen and slide back hose clip (Figure 2, Item 4) on fuel return engine line (Figure 2, Item 3) away from pipe adaptor (Figure 2, Item 5).
16. Remove fuel return engine line (Figure 2, Item 3) from pipe adaptor (Figure 2, Item 5). Cap/plug fuel return engine line (Figure 2, Item 3) and pipe adaptor (Figure 2, Item 5) to prevent dirt and debris from entering fuel system.
17. Inspect fuel return engine line (Figure 2, Item 3) for cracks and other signs of obvious damage and replace as required.

NOTE

Winterization kit is optional for AMMPS. Removal of heater hose (Figure 2, Item 8) is only necessary if winterization kit is installed in unit.

18. Loosen and slide clamp band (Figure 2, Item 9) on heater hose (Figure 2, Item 8) away from manifold joint (Figure 2, Item 10).
19. Remove heater hose (Figure 2, Item 8) from manifold joint (Figure 2, Item 10). Cap/plug heater hose (Figure 2, Item 8) and manifold joint (Figure 2, Item 10) to prevent dirt and debris from entering fuel system.
20. Inspect heater hose (Figure 2, Item 8) and clamp bands (Figure 2, Item 9) for obvious signs of damage and replace as required.
21. Disconnect fuel return line (Figure 2, Item 7) at pipe adaptor (Figure 2, Item 6). Cap/plug fuel return line (Figure 2, Item 7) and pipe adaptor (Figure 2, Item 6) to prevent dirt and debris from entering fuel system.
22. Inspect fuel return line (Figure 2, Item 7) for obvious signs of damage and replace as required.
23. Remove fuel filter/water separator manifold (Figure 3, Item 4) from fuel filter/water separator head (Figure 3, Item 7).

NOTE

If the fuel filter/water separator requires replacement, continue with steps 24 and 25. Otherwise, continue to Inspect Fuel Filter/Water Separator Assembly task.

24. Remove pipe adaptors (Figure 2, Items 5, 6, and 15), manifold joint (Figure 2, Item 10), and IN pipe adaptor (Figure 2, Item 12) from fuel filter/water separator head (Figure 3, Item 7) and fuel filter/water separator manifold (Figure 3, Item 4).
25. Remove pipe nipple (Figure 3, Item 5) that connects fuel filter/water separator head (Figure 3, Item 7) to fuel filter/water separator manifold (Figure 3, Item 4).

END OF TASK**Inspect Fuel Filter/Water Separator Assembly**

1. Inspect fuel filter/water separator assembly (Figure 2, Item 2) for obvious signs of damage and replace as required.
2. Inspect pipe adaptors (Figure 2, Items 5, 6, and 15), manifold joint (Figure 2, Item 10), and IN pipe adaptor (Figure 2, Item 12) for obvious signs of damage and replace as required.
3. Inspect fuel filter/water separator manifold (Figure 3, Item 4) for obvious signs of damage and replace as required.
4. Inspect screws (Figure 3, Item 2) and nuts (Figure 3, Item 1) for obvious signs of damage and replace as required.

END OF TASK

Install Fuel Filter/Water Separator Assembly**NOTE**

Fuel filter/water separator element can be purchased with the assembly or separately.

1. Replace fuel filter/water separator element prior to installation if required (WP 0044, Replace Fuel Filter/Water Separator Element).

NOTE

Use pipe thread sealant on all pipe threads of pipe adaptors (Figure 2, Items 5, 6, and 15), IN pipe adaptor (Figure 2, Item 12), manifold joint (Figure 2, Item 10), and pipe nipple (Figure 3, Item 5). Cure time is 30 min to use fuel system and 72 hr for full strength.

2. Apply pipe thread sealant to pipe adaptors (Figure 2, Items 5, 6, and 15), IN pipe adaptor (Figure 2, Item 12), manifold joint (Figure 2, Item 10), and pipe nipple (Figure 3, Item 5).

NOTE

Continue with steps 3 through 5 if installation of pipe adaptors (Figure 2, Items 5, 6, and 15), manifold joint (Figure 2, Item 10), and IN pipe adaptor (Figure 2, Item 12) is required. Otherwise, continue to step 6.

3. Install pipe adaptors (Figure 2, Items 5, 6, and 15), IN pipe adaptor (Figure 2, Item 12), manifold joint (Figure 2, Item 9), and pipe nipple (Figure 3, Item 5) to fuel filter/water separator head (Figure 3, Item 7) and fuel filter/water separator manifold (Figure 3, Item 4) if required.
4. Apply pipe thread sealant to pipe nipple (Figure 3, Item 5) connecting fuel filter/water separator manifold (Figure 3, Item 4) to fuel filter/water separator head (Figure 3, Item 7).
5. Install fuel filter/water separator manifold (Figure 2, Item 4) to fuel filter/water separator head (Figure 2, Item 7).

NOTE

Place a suitable container under fuel filter/water separator assembly (Figure 2, Item 2) to catch spilled fuel. Dispose of captured fuel IAW local SOP.

Remove all caps/plugs from fuel lines (Figure 2, Items 1, 3, 7, and 13), hoses (Figure 2, Item 8), and pipe adaptors (Figure 2, Items 5, 6, 12, and 15) prior to installation of each fuel line.

Wipe down fuel lines (Figure 2, Items 1, 3, 7, and 13), hoses (Figure 2, Item 8), pipe adaptors (Figure 2, Items 5, 6, 12, and 15), and fuel filter/water separator assembly (Figure 2, Item 2) with wiping rag prior to installation.

Identification tags should remain in place until the fuel system is completely reassembled and has been tested for proper operation.

6. Connect fuel return line (Figure 2, Item 7) to pipe adaptor (Figure 2, Item 6).
7. Connect fuel supply line (Figure 2, Item 1) at IN pipe adaptor (Figure 2, Item 12) on fuel filter/water separator head (Figure 3, Item 7).
8. Install fuel supply engine line (Figure 2, Item 13) to pipe adaptor (Figure 2, Item 15). Secure with hose clip (Figure 2, Item 14).
9. Connect fuel return engine line (Figure 2, Item 3) to pipe adaptor (Figure 2, Item 5). Secure with hose clip (Figure 2, Item 4).

NOTE

Winterization kit is optional for AMMPS. Installation of heater hose (Figure 2, Item 8) is only necessary if winterization kit is installed in unit.

10. Install heater hose (Figure 2, Item 8) to manifold joint (Figure 2, Item 10).
11. Slide and position one clamp band (Figure 2, Item 9) on heater hose (Figure 2, Item 8) at manifold joint (Figure 2, Item 10).
12. Secure clamp band (Figure 2, Item 9) over heater hose (Figure 2, Item 8) and manifold joint (Figure 2, Item 10).
13. Position fuel filter/water separator assembly (Figure 2, Item 2) and fuel filter/water separator manifold (Figure 3, Item 4) to mounting location on front body panel.
14. Secure fuel filter/water separator head (Figure 3, Item 7) to front body panel with two screws (Figure 3, Item 2) and two nuts (Figure 3, Item 1). Torque to 35 – 42 ft/lb (47 – 57 Nm).
15. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
16. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REPLACE FUEL FILTER/WATER SEPARATOR ELEMENT

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Oil Filter, Strap (1) (WP 0162, Table 2, Item 49)

Materials/Parts

Filter, element (1) (WP 0113, Repair Parts List, Figure 13, Item 7)

Fuel, diesel, DF-2 (WP 0163, Expendable and Durable Items List, Item 20)

Grease, electrically conductive (WP 00163, Item 21)

Pan, drain (WP 0163, Item 29)

Rag, wiping (12) (WP 00163, Item 32)

Personnel Required

91D (1)

References

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL FUEL FILTER/WATER SEPARATOR ELEMENT**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

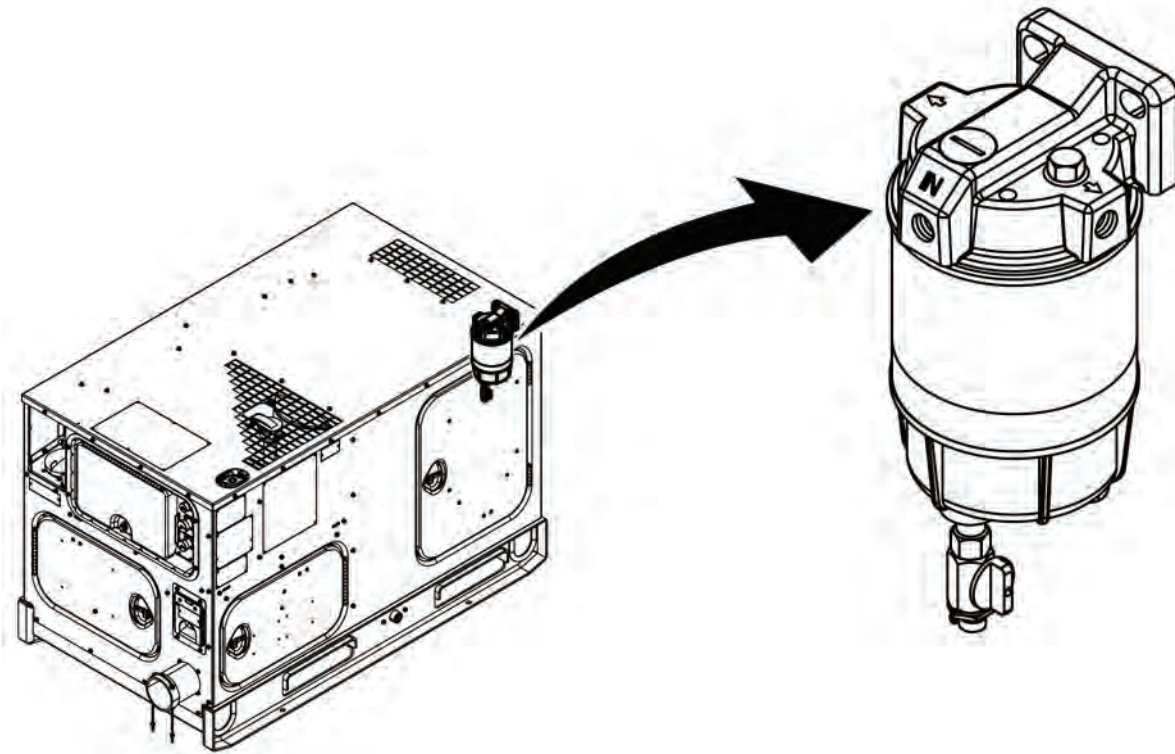
Remove Fuel Filter/Water Separator Element

Figure 1. Fuel Filter/Water Separator — Location.

NOTE

Capture spilled fuel and dispose of with IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open right-side forward door and locate fuel filter/water separator (Figure 1) mounted on front body panel.
3. Open fuel filter/water separator drain valve (Figure 2, Item 4) on bottom of plastic water bowl (Figure 2, Item 3).
4. Allow fuel to drain into drain pan until flow stops.
5. Close fuel filter/water separator drain valve (Figure 2, Item 4).
6. Place drain pan and wiping rag under fuel filter/water separator element (Figure 2, Item 2).
7. Remove dirt and debris from area around fuel filter/water separator element (Figure 2, Item 2) to prevent contamination.
8. Rotate fuel filter/water separator element (Figure 2, Item 2) counterclockwise to remove element (Figure 2, Item 2) from fuel filter/water separator head (Figure 2, Item 1) using filter wrench.
9. Remove fuel filter/water separator element (Figure 2, Item 2) with gasket from fuel filter/water separator head (Figure 2, Item 1).

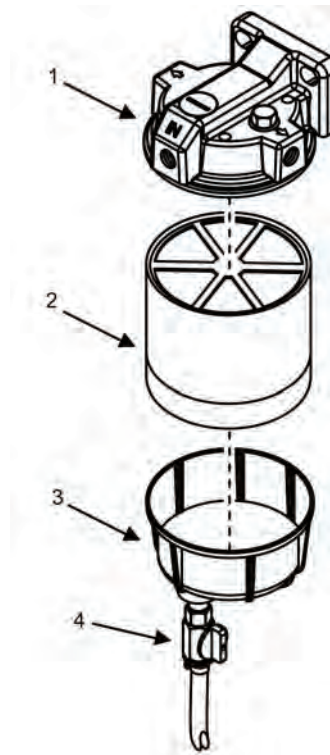


Figure 2. Fuel Filter/Water Separator — Detail.

10. Remove any remaining gasket residue from fuel filter/water separator head (Figure 2, Item 1).
11. Disconnect plastic water bowl (Figure 2, Item 3) from fuel filter/water separator element (Figure 2, Item 2).
12. Inspect plastic water bowl (Figure 2, Item 3) for cracks, leaks, and other signs of obvious damage. Replace as required or set aside for reuse.
13. Discard fuel filter/water separator element (Figure 2, Item 2) and gasket IAW local SOP.
14. Remove dirt and fuel from gasket mating surface at mounting location.
15. Discard captured fuel and soiled rags IAW local SOP.

END OF TASK

Install Fuel Filter/Water Separator Element

NOTE

Wipe down fuel lines, parts, and fittings with wiping rag prior to installation.

1. Place drain pan under fuel filter/water separator head (Figure 2, Item 1) mounting location for fuel filter/water separator element (Figure 2, Item 2) installation.

NOTE

Element gasket is included with fuel filter/water separator element (Figure 2, Item 2).

2. Apply light film of clean diesel fuel to plastic water bowl (Figure 2, Item 3) gasket.
3. Rotate plastic water bowl (Figure 2, Item 3) clockwise and install onto bottom of fuel filter/water separator element (Figure 2, Item 2) and hand tighten.

-
4. Apply light film of clean diesel fuel to new fuel filter/water separator element (Figure 2, Item 2) gasket.
 5. Ensure fuel filter/water separator drain valve (Figure 2, Item 4) on bottom of plastic water bowl (Figure 2, Item 3) is closed.
 6. Fill new fuel filter/water separator element (Figure 2, Item 2) to level of the mounting threads with approved diesel fuel.
 7. Install new fuel filter/water separator element (Figure 2, Item 2) onto fuel filter/water separator head (Figure 2, Item 1).
 8. Rotate fuel filter/water separator element (Figure 2, Item 2) clockwise until gasket makes contact with fuel filter/water separator head (Figure 2, Item 1).
 9. Rotate fuel filter/water separator element (Figure 2, Item 2) an additional three-fourths turn clockwise to secure.
 10. Remove drain pan from unit and dispose of captured fuel IAW local SOP.
 11. Replace negative ground cable from right-hand battery (WP 0036, Remove/Install Batteries).
 12. Purge fuel system (WP 0040, Service Fuel System).
 13. Close generator set doors.
 14. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 15. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
 16. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL HOSES AND CLAMP BANDS

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Hose, fuel 5MM ID (2) (WP 0155, Repair Parts List, Figure 55, Item 23)

Hose, fuel 5/32 inch ID (1) (WP 0155, Figure 55, Item 28)

Line, fuel (1) (WP 0111, Repair Parts List, Figure 11, Item 17)

Line, fuel (1) (WP 0111, Figure 11, Item 21)

Line, fuel (1) (WP 0113, Repair Parts List, Figure 13, Item 17)

Line, fuel (1) (WP 0113, Figure 13, Item 18)

Tube, flexible (1) (WP 0155, Figure 55, Item 24)

Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

References

WP 0033, Remove/Install Interior Body Panels

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

REMOVE/INSTALL FUEL HOSES AND CLAMP BANDS**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Remove Fuel Hose Assembly**NOTE**

Table 1 identifies the name of the fuel hose and the specific equipment conditions required to remove and install the fuel hose.

Figure 1 displays the routing of the generator set fuel hoses except for the fuel tank drain valve assembly.

Table 1. Fuel Hoses — Location.

FIGURE 1 FIND #	HOSE	EQUIPMENT CONDITIONS
1	Auxiliary Fuel Intake Line	Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)
2	Auxiliary Fuel Vent Line	Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)
3	Fuel Return Engine Line	Right-side door opened
4	Fuel Supply Line	Rear and right-side doors opened
5	Fuel Supply Engine Line	Right-side door opened
6	Drain Hose	Right-side door opened
7	Heater Hose	Right-side door opened
8	Fuel Return Line	Right-side door opened Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)

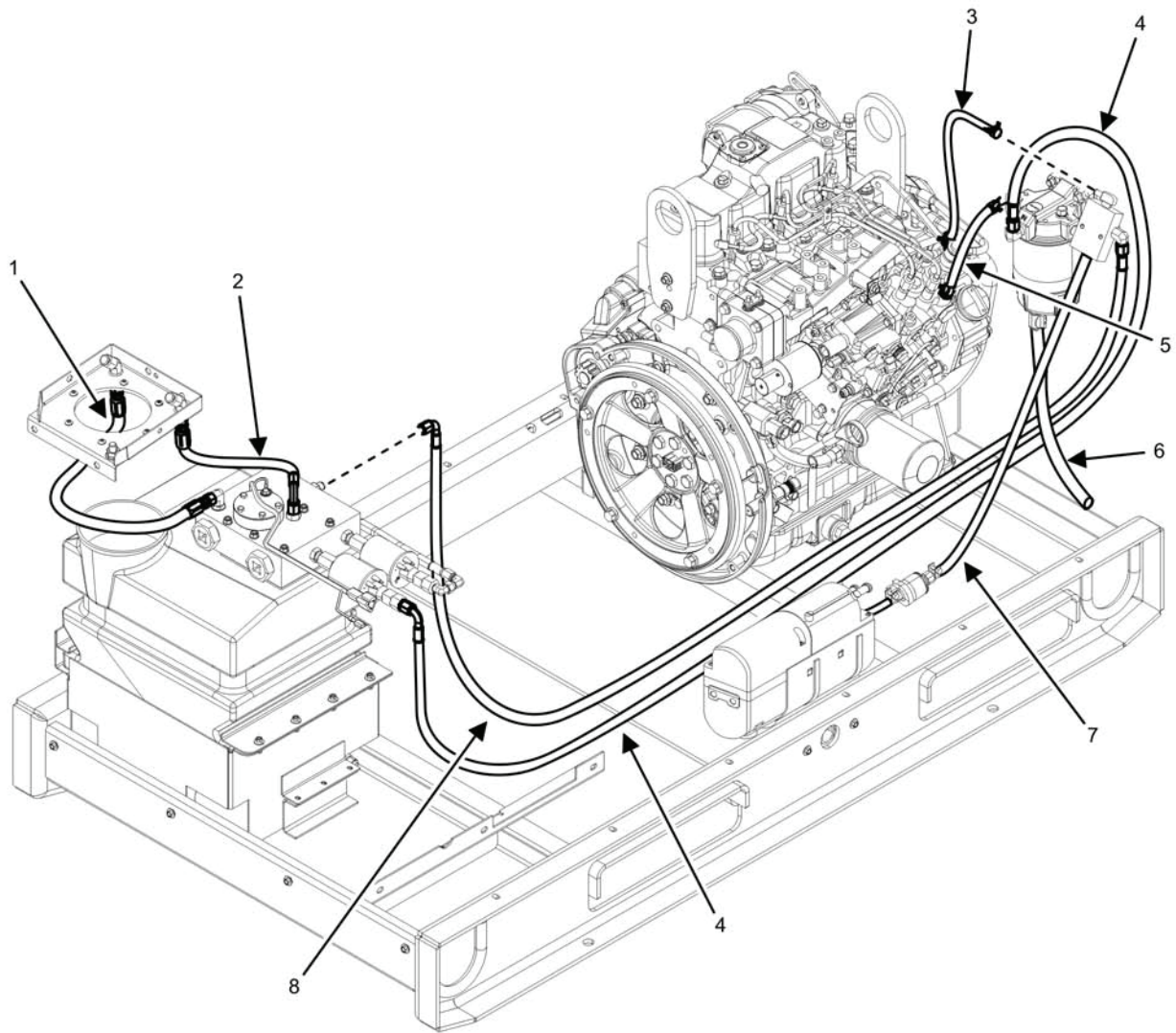


Figure 1. Fuel Hoses — Location.

NOTE

Unit has numerous fuel lines utilizing three attachment methods. Fuel line assemblies are removed and installed using the same procedure according to their attachment method.

Capture and dispose of spilled fluids IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

1. Ensure equipment conditions are met in order presented in initial setup and Table 1.
2. Locate fuel hose assembly to be removed (Figure 1).
3. Place drain pan and wiping rags under fuel hose to catch spilled fuel.

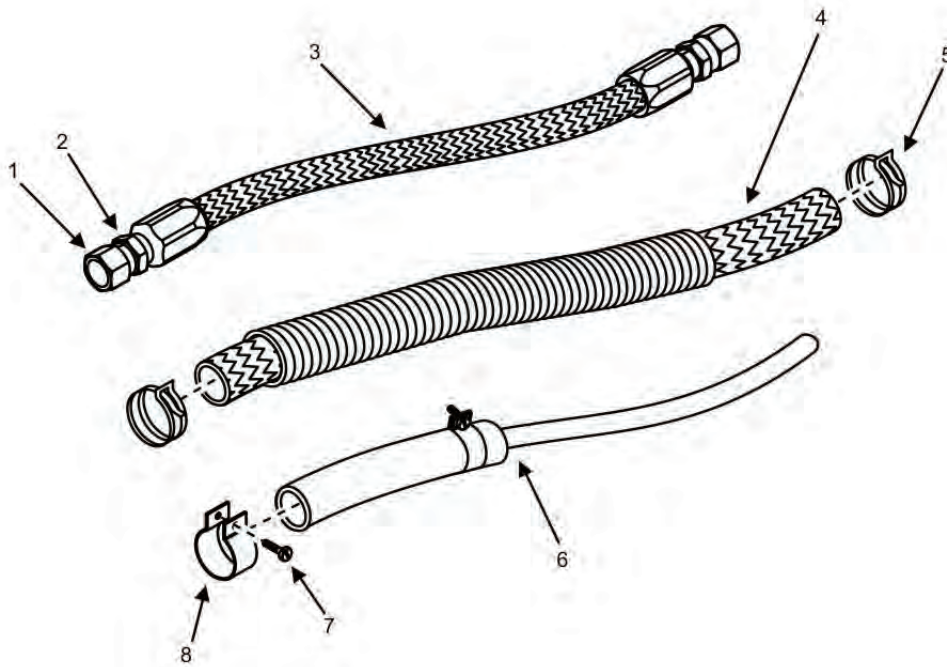


Figure 2. Fuel Hoses.

NOTE

To remove fuel hose assembly, secure lock fitting (Figure 2, Item 2) while loosening fitting (Figure 2, Item 1).

4. Remove fuel hose assembly (Figure 2, Item 3) from component fitting (not shown).
5. Remove opposite end of fuel hose assembly (Figure 2, Item 3) from component fitting (not shown).
6. Remove fuel hose assembly (Figure 2, Item 3) from unit.
7. Inspect fuel hose assembly (Figure 2, Item 3) for cracks, wear, and other obvious signs of damage and replace as required.

END OF TASK

Install Fuel Hose Assembly**NOTE**

The unit has numerous fuel lines utilizing three attachment methods. Fuel line assemblies are removed and installed using the same procedure according to their attachment method.

Capture and dispose of spilled fluid IAW local SOP. Remove cap/plug from fuel lines/fittings before installation.

Prior to installation, wipe down fuel lines, parts, and fittings with wiping rag.

1. Place drain pan and wiping rags under fuel hose to catch spilled fuel.
2. Remove caps/plugs from fuel fittings.

NOTE

To install fuel hose assembly, secure lock fitting (Figure 2, Item 2) while tightening fitting (Figure 2, Item 1).

3. Install fuel hose assembly (Figure 2, Item 3) to fitting on applicable device (not shown) and finger-tighten.
4. Route fuel hose assembly (Figure 2, Item 3) to fuel filter component (not shown).
5. Install fuel hose assembly (Figure 2, Item 3) to adapter on fuel filter component (not shown) and finger-tighten.
6. Tighten both ends of fuel hose assembly (Figure 2, Item 3).
7. Remove drain pan and wiping rags from unit.
8. Install radiator support panel if removed (WP 0033, Remove/Install Interior Body Panels).
9. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
10. Purge fuel system (WP 0040, Service Fuel System).
11. Close all generator set doors.
12. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and check for proper operation.
14. Repair as required.

END OF TASK**Remove Fuel Hose with Hose Clips****NOTE**

The unit has numerous fuel lines utilizing three attachment methods. Fuel line assemblies are removed and installed using the same procedure according to their attachment method.

Capture and dispose of spilled fluids IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

1. Ensure equipment conditions are met in order presented in initial setup and Table 1.
2. Locate fuel hose to be removed (Figure 1).
3. Place drain pan and wiping rags under fuel hose (Figure 2, Item 4) to catch spilled fuel.

4. Expand and slide hose clip (Figure 2, Item 5) away from component fitting (not shown).
5. Remove fuel hose (Figure 2, Item 4) from component fitting (not shown).
6. Repeat steps 4 and 5 for opposite end of fuel hose (Figure 2, Item 4).
7. Remove fuel hose (Figure 2, Item 4) from unit.
8. Inspect hose clip (Figure 2, Item 5) for excessive corrosion and other obvious signs of damage and replace as required.
9. Inspect hose for cracks, wear, and other obvious signs of damage and replace as required.

END OF TASK

Install Fuel Hose with Hose Clips

NOTE

Unit has numerous fuel lines utilizing three attachment methods. Fuel line assemblies are removed and installed using the same procedure according to their attachment method.

Capture and dispose of spilled fluid IAW local SOP. Remove cap/plug from fuel lines/fittings before installation.

Prior to installation, wipe down fuel lines, parts, and fittings with wiping rag.

1. Place drain pan and wiping rags under fuel hose (Figure 2, Item 4) to catch spilled fuel.
2. Install fuel hose (Figure 2, Item 4) to component fitting (not shown).
3. Expand and position hose clip (Figure 2, Item 5) over component fitting (not shown) and release.
4. Route opposite end of fuel hose (Figure 2, Item 4) to destination component fitting (not shown).
5. Repeat steps 2 and 3 for opposite end of fuel hose (Figure 2, Item 4).
6. Remove drain pan and wiping rags from unit.
7. Install radiator support panel if removed (WP 0033, Remove/Install Interior Body Panels).
8. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
9. Purge fuel system (WP 0040, Service Fuel System).
10. Close all generator set doors.
11. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
12. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
13. Repair as required.

END OF TASK

Remove Fuel Hose with Clamp Bands**NOTE**

The unit has numerous fuel lines utilizing three attachment methods. Fuel line assemblies are removed and installed using the same procedure according to their attachment method.

Capture and dispose of spilled fluid IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

Winterization kit is optional for AMMPS generator sets. Removal of coolant heater fuel hose is only necessary if winterization kit is installed.

1. Ensure equipment conditions are met in order presented in initial setup and Table 1.
2. Locate fuel hose (Figure 1) to be removed.
3. Place drain pan and wiping rags under fuel hose to catch spilled fuel.
4. Loosen clamp band screw (Figure 2, Item 7) on clamp band (Figure 2, Item 8) nearest the component (not shown).
5. Slide clamp band (Figure 2, Item 8) away from component fitting (not shown).
6. Remove fuel hose (Figure 2, Item 6) from component fitting (not shown).
7. Repeat steps 4 through 6 for opposite end of fuel hose (Figure 2, Item 6).
8. Remove fuel hose (Figure 2, Item 6) from unit.
9. Inspect clamp bands (Figure 2, Item 8) for excessive corrosion and other signs of obvious damage and replace as required.
10. Inspect fuel hose (Figure 2, Item 6) for cracks, wear, and other obvious signs of damage and replace as required.

END OF TASK**Install Fuel Hose with Clamp Bands****NOTE**

The unit has numerous fuel lines utilizing three attachment methods. Fuel line assemblies are removed and installed using the same procedure according to their attachment method.

Capture and dispose of spilled fluid IAW local SOP. Capture and dispose of spilled fluid IAW local SOP.

Winterization kit is optional for AMMPS. Installation of heater fuel hose is only necessary if winterization kit is installed in unit.

Prior to installation, wipe down fuel lines, parts, and fittings with wiping rag.

1. Place drain pan and wiping rags under fuel hose to catch spilled fuel.
2. Install fuel hose (Figure 2, Item 6) onto component fitting (not shown).
3. Slide and position clamp band (Figure 2, Item 8) over component fitting (not shown).
4. Tighten clamp band screw (Figure 2, Item 7) and secure fuel hose (Figure 2, Item 6) to component fitting (not shown).
5. Repeat steps 2 through 4 for opposite end of fuel hose (Figure 2, Item 6).

6. Remove drain pan and wiping rags from unit.
7. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
8. Purge fuel system (WP 0040, Service Fuel System).
9. Close all generator set doors.
10. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
11. Start engine and check for proper operation.
12. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL LEVEL SENSOR

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Seal, O-ring (1) (WP 0112, Repair Parts List, Figure 12, Item 2)

Sensor, fuel level (1) (WP 0112, Figure 12, Item 3)

Washer, lock EIT #10 (1) (WP 0112, Repair Parts List, Item 5)

Cap set, protective (1) (WP 0163, Expendable and Durable Items List, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (1) (WP 0163, Item 29)

Primer, sealing compound (WP 0163, Item 31)

Rag, wiping (4) (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

Assistant (1)

References

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Radiator removed (WP 0027, Remove/Install Radiator Assembly)

Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)

REMOVE/INSTALL FUEL LEVEL SENSOR**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

WARNING

- High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Remove Fuel Level Sensor

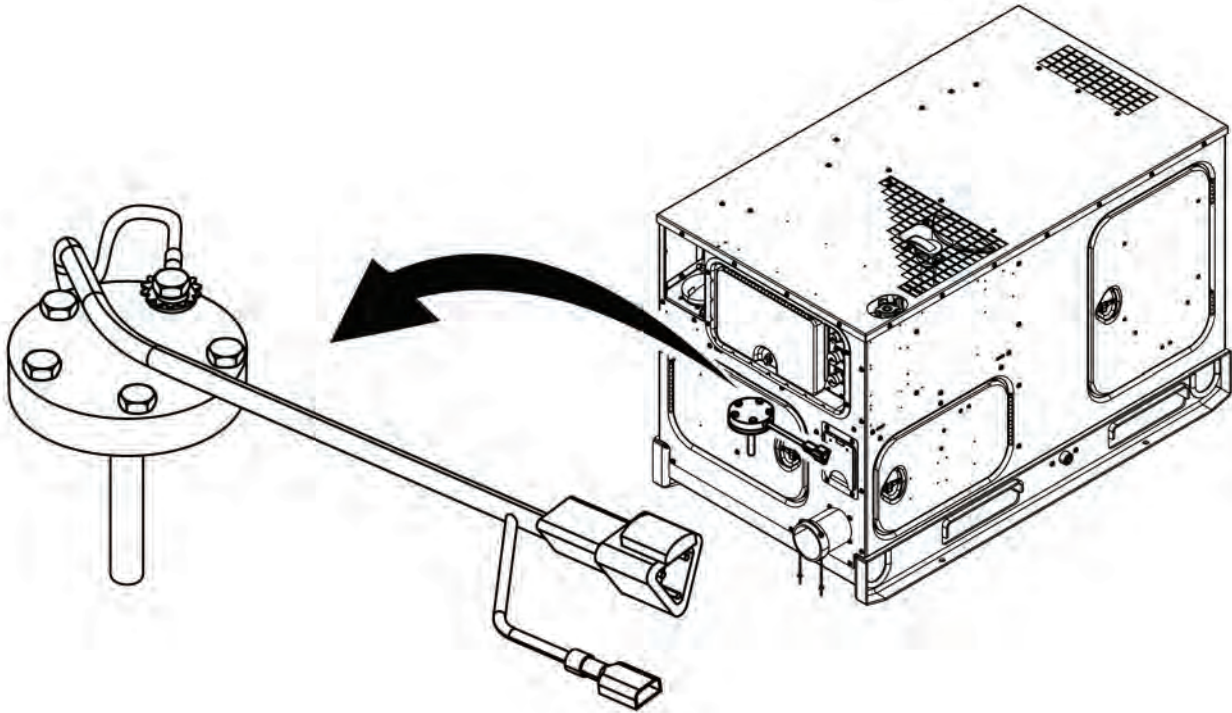


Figure 1. Fuel Level Sensor — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fuel level sensor (Figure 1) on top of fuel tank manifold (Figure 2, Item 6).
3. Disconnect fuel level sensor (Figure 2, Item 1) electrical connectors (Figure 2, Item 5) from unit wiring harness connectors (not shown).

NOTE

Capture and dispose of spilled fuel IAW local SOP. Cap/plug all openings to prevent dirt and debris from entering the fuel system.

4. Remove dirt and debris from around fuel level sensor (Figure 2, Item 1).

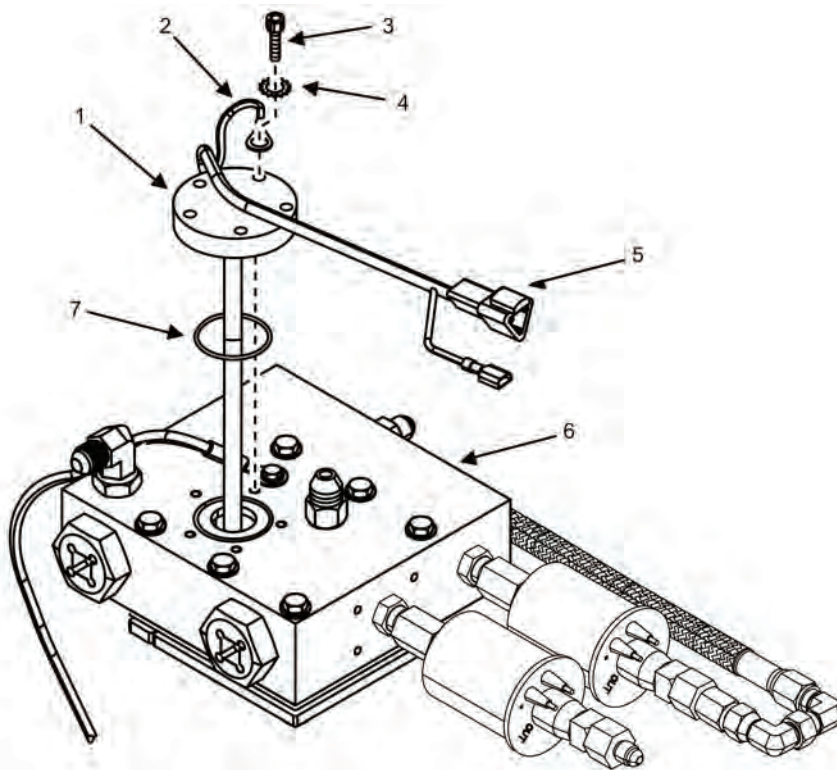


Figure 2. Fuel Level Sensor — Detail.

5. Remove five machine screws (Figure 2, Item 3), one external tooth lock washer (Figure 2, Item 4), and one ground wire (Figure 2, Item 2).

NOTE

Note orientation of fuel level sensor (Figure 2, Item 1) prior to removal to aid in installation.

6. Remove fuel level sensor (Figure 2, Item 1) and O-ring (Figure 2, Item 7) from fuel tank manifold (Figure 2, Item 6).
7. Discard O-ring (Figure 2, Item 7).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

8. Clean fuel tank manifold (Figure 2, Item 6) of any remaining O-ring residue using dry cleaning solvent and wiping rag.
9. Cover fuel tank manifold (Figure 2, Item 6) opening to prevent dirt and debris from entering fuel system.

END OF TASK

Inspect Fuel Level Sensor

1. Inspect fuel level sensor (Figure 2, Item 1) for cracks and other signs of obvious damage and replace as required.

2. Inspect fuel level sensor (Figure 2, Item 1) electrical connectors (Figure 2, Item 5) for cut/broken wire or worn insulation. Replace fuel level sensor (Figure 2, Item 1) if wires are cut or broken or if insulation is excessively worn.

END OF TASK

Install Fuel Level Sensor

NOTE

Capture and dispose of spilled fuel IAW local SOP.

Wipe down fuel lines, manifold, and fittings with wiping rag prior to installation.

1. Remove all dirt, debris, and old gasket residue from fuel level sensor (Figure 2, Item 1) mounting area on fuel tank.
2. Lubricate new O-ring (Figure 2, Item 7) with clean diesel fuel and position on fuel tank manifold (Figure 2, Item 6).
3. Position fuel level sensor (Figure 2, Item 1) on fuel tank manifold (Figure 2, Item 6) and align mounting holes. Ensure proper orientation.

NOTE

Follow all manufacturers' instructions for primer and sealant application.

One of the five machine screws (Figure 2, Item 3) also secures ground wire (Figure 2, Item 2) with one external tooth lock washer (Figure 2, Item 4).

4. Apply primer and sealant to five machine screws (Figure 2, Item 3).
5. Install five machine screws (Figure 2, Item 3), one external tooth lock washer (Figure 2, Item 4), and ground wire (Figure 2, Item 2).
6. Connect fuel level sensor (Figure 2, Item 1) electrical connectors (Figure 2, Item 5) to unit wiring harness connectors (not shown).
7. Install radiator support panel (WP 0033, Remove/Install Interior Body Panels).
8. Install radiator (WP 0027, Remove/Install Radiator Assembly).
9. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
10. Install top body panel (WP 0028, Remove/Install Top Body Panel).
11. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
12. Purge fuel system (WP 0040, Service Fuel System).
13. Dispose of spilled fuel and soiled rags IAW local SOP.
14. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
15. Start engine and check for proper operation.
16. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL TANK

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB (WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Fitting, bulkhead, 1/4-18 NPT port (1) (WP 0111, Repair Parts List, Figure 11, Item 40)

Gasket, fuel system (1) (WP 0111, Figure 11, Item 49)

Tank assembly, fuel 10 KW (1) (WP 0111, Figure 11, Item 38)

Washer, lock (M6) (2) (WP 0111, Figure 11, Item 30)

Washer, sealing (6), (WP 0111, Figure 11, Item 36)

Alcohol, denatured (WP 0163, Expendable and Durable Items List, Item 1)

Cap set, protective (WP 0163, Item 9)

Detergent, general purpose (WP 0163, Item 17)

Distilled water (WP 0163, Item 18)

Fuel, diesel, DF-2 (WP 0163, Item 20)

Pan, drain (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

Assistant (1)

References

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

DCS removed (WP 0017, Remove/Install DCS)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Radiator removed (WP 0027, Remove/Install Radiator Assembly)

Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)

Fuel tank drained (WP 0040, Service Fuel System)

Fuel tank filler neck removed (WP 0049, Remove/Install Fuel Tank Filler Neck)

Fuel manifold removed (WP 0042, Remove/Install Fuel Manifold)

REMOVE/INSTALL FUEL TANK

Remove Fuel Tank

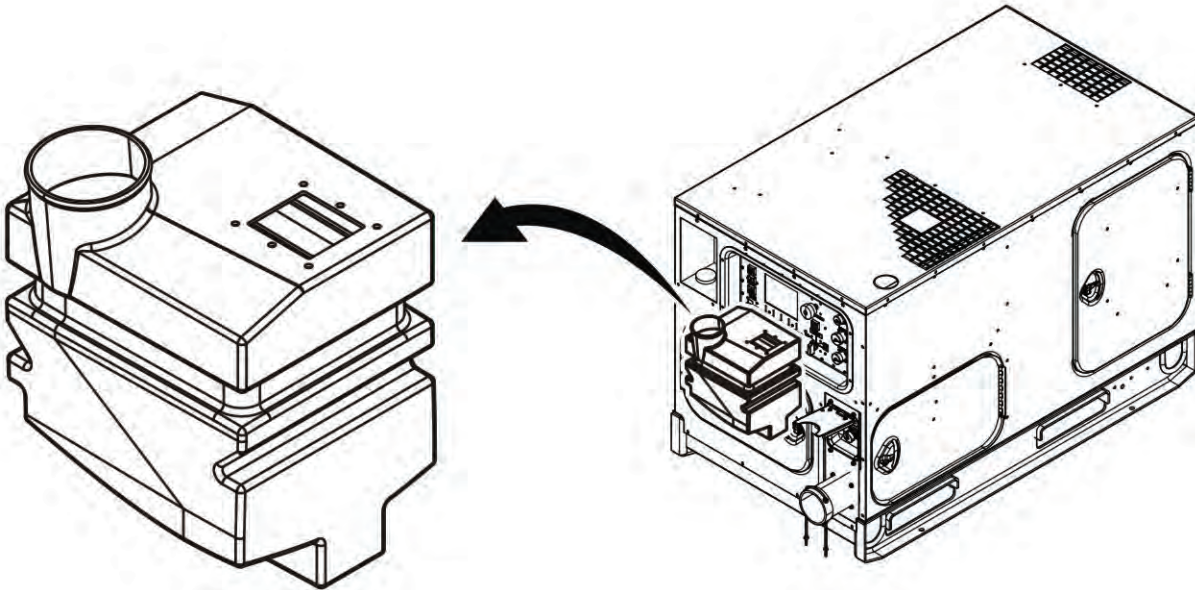


Figure 1. Fuel Tank — Location.

1. Ensure equipment conditions are met in order presented in initial setup
2. Locate fuel tank (Figure 1).

NOTE

Capture spilled fuel and dispose of IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

To close drain ball valve, rotate the valve handle one-fourth of a turn so the handle and valve are at right angles to each other.

3. Ensure drain ball valve (Figure 2, Item 6) is closed.
4. Remove two screws (Figure 2, Item 8) and two lock washers (Figure 2, Item 7) that secure ball valve (Figure 2, Item 6) to fuel system support (Figure 2, Item 5). Discard lock washers (Figure 2, Item 7).
5. Slide ball valve (Figure 2, Item 6) away from fuel system support (Figure 2, Item 5) to gain access to ball valve fitting connector (Figure 2, Item 4).

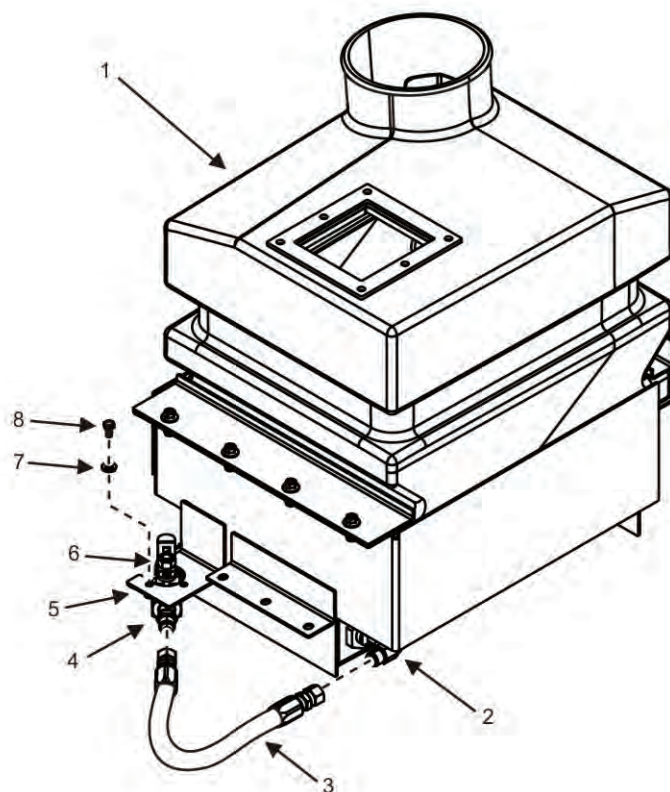


Figure 2. Fuel Tank Drain Line.

6. Place wiping rags under ball valve fitting connector (Figure 2, Item 4) to capture spilled fuel.

NOTE

Two wrenches may be required to loosen drain line fittings.

7. Loosen and remove hose fitting on fuel drain line (Figure 2, Item 3) at ball valve fitting connector (Figure 2, Item 4).
8. Locate mounting brackets (Figure 3, Items 2 and 5) on left and right sides of fuel tank (Figure 3, Item 3) that secure fuel tank (Figure 3, Item 3) to fuel tank support (Figure 3, Item 6).
9. Remove eight hex flange screws (Figure 3, Item 1) from left and right sides of fuel tank mounting brackets (Figure 3, Items 2 and 5).
10. Remove mounting brackets (Figure 3, Items 2 and 5) and save for reuse.
11. Inspect mounting brackets (Figure 3, Items 2 and 5) and hardware for obvious damage, and replace as required.
12. Remove fuel tank (Figure 3, Item 3) with drain line (Figure 2, Item 3) attached from generator set unit.
13. Inspect fuel tank support (Figure 3, Item 6) for damage and replace as required.

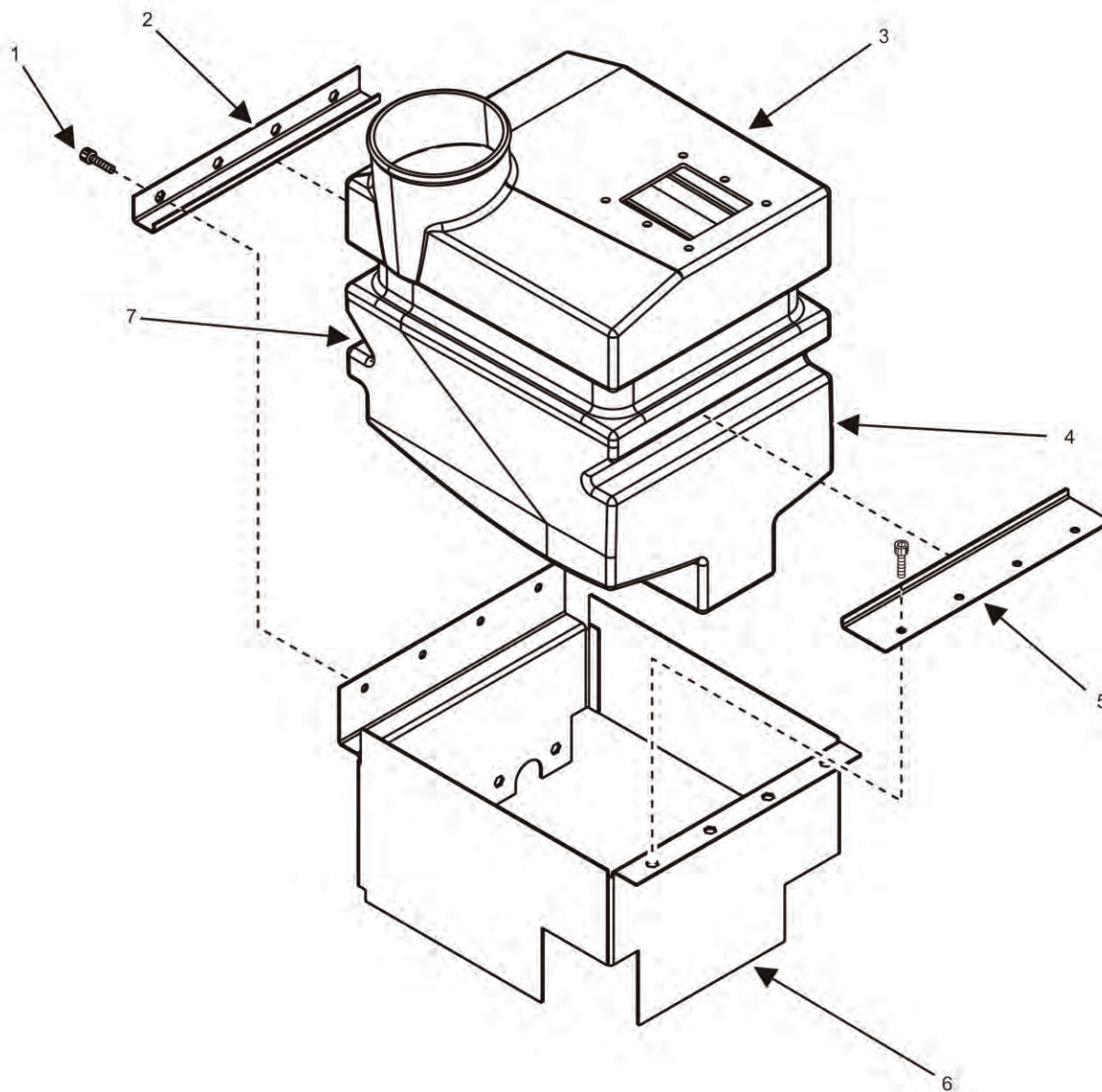


Figure 3. Fuel Tank Mounting Brackets.

14. Loosen and remove hose fitting on fuel drain line (Figure 2, Item 3) at fuel tank bulkhead fitting (Figure 2, Item 2).
15. Inspect fuel drain line (Figure 2, Item 3) for cracks, wear, and other signs of obvious damage and replace as required.
16. Remove fuel tank bulkhead fitting (Figure 2, Item 2) from fuel tank (Figure 2, Item 1). Discard fuel tank bulkhead fitting (Figure 2, Item 2).

END OF TASK

Inspect Fuel Tank

1. Inspect fuel tank (Figure 2, Item 1) for damage, leaks, or cracks.
2. Replace fuel tank (Figure 2, Item 1) if damaged, leaking, or cracked.

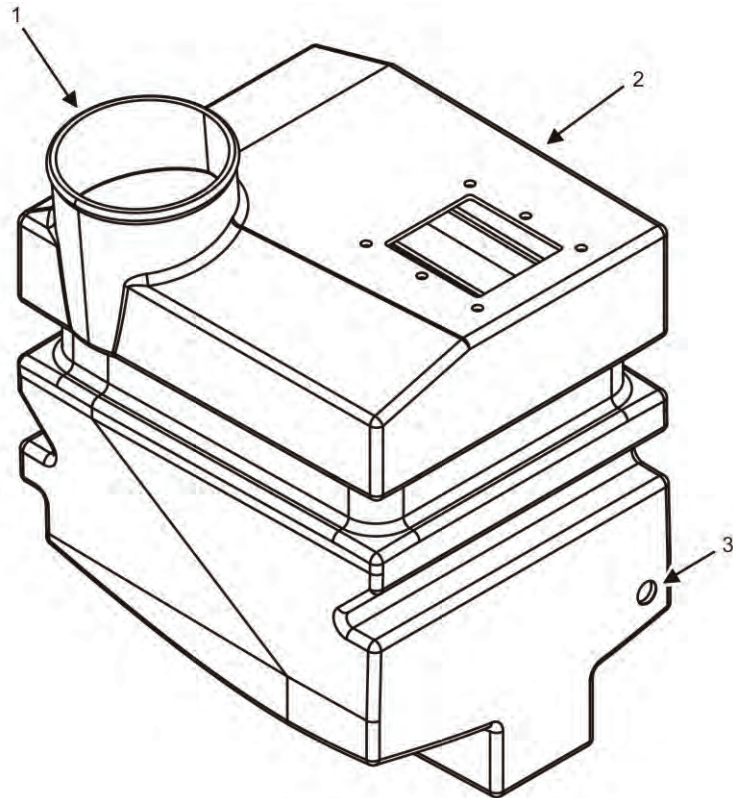
END OF TASK**Clean Fuel Tank**

Figure 4. Clean Fuel Tank.

1. Place drain pan under the fuel tank (Figure 4, Item 2).
2. Cap/plug fuel tank outlet (Figure 4, Item 3).
3. Drain any residual fuel.
4. Fill the fuel tank (Figure 4, Item 2) to three-fourths capacity with solution of 16 oz general purpose detergent and 1 gal water through the fuel filler neck opening (Figure 4, Item 1).
5. Agitate fuel tank (Figure 4, Item 2) manually for 10 min.
6. Turn fuel tank (Figure 4, Item 2) upside down and drain solution through fuel filler neck opening (Figure 4, Item 1).
7. Fill fuel tank (Figure 4, Item 2) to three-fourths full capacity with clean water through fuel filler neck opening (Figure 4, Item 1).
8. Agitate fuel tank (Figure 4, Item 2) manually for 10 min.
9. Turn fuel tank (Figure 4, Item 2) upside down and drain water through fuel filler neck opening (Figure 4, Item 1).

10. Pour 16 oz denatured alcohol into fuel tank (Figure 4, Item 2) through fuel filler neck opening (Figure 4, Item 1).
11. Distribute alcohol over interior of fuel tank (Figure 4, Item 2) by manual rotation.
12. Remove cap/plug from fuel tank outlet (Figure 4, Item 3).
13. Drain any remaining alcohol through fuel tank outlet (Figure 4, Item 3).
14. Drain any remaining alcohol through fuel tank outlet (Figure 4, Item 3).
15. Allow tank to dry for 2 hr.

END OF TASK

Install Fuel Tank

NOTE

Wipe down fuel lines, manifold, and fittings with wiping rag prior to installation.

1. Install new fuel tank bulkhead fitting (Figure 2, Item 2) to fuel tank (Figure 2, Item 1).
2. Secure fuel tank bulkhead fitting (Figure 2, Item 2) to torque value 35 – 44 in/lb (4 – 5 Nm).
3. Install fuel drain line (Figure 2, Item 3) to fuel tank bulkhead fitting (Figure 2, Item 2).
4. Position fuel tank (Figure 3, Item 3) into fuel tank support (Figure 3, Item 6).

NOTE

Capture spilled fuel and dispose of IAW local SOP. Remove all caps/plugs prior to installation.

5. Position fuel tank mounting brackets (Figure 3, Items 2 and 5) over support lips (Figure 3, Items 4 and 7) of fuel tank (Figure 3, Item 3).
6. Install eight hex flange screws (Figure 3, Item 1) to fasten left- and right-side mounting brackets (Figure 3, Items 2 and 5) to fuel tank support (Figure 3, Item 6). Finger-tighten.
7. Secure bracket screws to torque value 89 – 106 in/lb (10 – 12 Nm).

NOTE

Sealant cure time is 30 min to use fuel system and 72 hr for full strength.

8. Apply sealant to ball valve fitting connector (Figure 2, Item 4).
9. Install fuel drain line (Figure 2, Item 3) to ball valve fitting connector (Figure 2, Item 4) and torque to 195 – 212 in/lb (22 – 24 Nm). Allow sealant to cure for at least 30 min.
10. Position drain ball valve (Figure 2, Item 6) to fuel system support (Figure 2, Item 5).
11. Install two screws (Figure 2, Item 8) and two new lock washers (Figure 2, Item 7) to secure drain ball valve (Figure 2, Item 6) to fuel system support (Figure 2, Item 5). Finger-tighten.
12. Secure screws to torque value 18 – 27 in/lb (2 – 3 Nm).
13. Install fuel manifold (WP 0042, Remove/Install Fuel Manifold).
14. Install fuel filler neck (WP 0049, Remove/Install Fuel Filler Neck).
15. Install radiator support panel (WP 0033, Remove/Install Interior Panels).

16. Install radiator (WP 0027, Remove/Install Radiator Assembly).
17. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
18. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
19. Install DCS (WP 0017, Remove/Install DCS).
20. Install top body panel (WP 0028, Remove/Install Top Body Panel).
21. Connect negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).

NOTE

To close ball valve, rotate valve handle one-fourth turn so the handle aligns with drain line.

22. Ensure drain ball valve (Figure 2, Item 6) is closed.

WARNING

Fuels used in the generator set are combustible. Ensure fuel source grounding strap is connected to unit fuel fill grounding stud. When filling the fuel tank, maintain metal-to-metal contact between filler nozzle and fuel tank opening to eliminate ESD. Failure to comply may cause injury or death to personnel.

23. Add a small amount of fuel to fuel tank for test after pipe thread sealant has cured.
24. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
25. Purge fuel system (WP 0038, Service Fuel System).
26. Start engine and check for fuel leaks and proper operation.
27. Stop engine, repair any leaks, then start engine again to check leak repairs. Repeat as needed until all leaks have been repaired.
28. Fill fuel tank to proper level (WP 0040, Service Fuel System).
29. Close generator set doors.
30. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
31. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
32. Repair as required.
33. Dispose of captured fuel and soiled wiping rags IAW local SOP.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL TANK DRAIN VALVE ASSEMBLY

INITIAL SETUP:**Tools and Special Tools**

Crowfoot Attachment Set, Socket Wrench, Flare Nut, Standard (WP 0162, Table 2, Item 14)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Materials/Parts

Fitting bulkhead, 1/4-18 NPT port (1) (WP 0111, Repair Parts List, Figure 11, Item 40)

Tube, nonmetallic (1) (WP 0111, Figure 11, Item 41)

Tube, nonmetallic (1) (WP 0111, Figure 11, Item 45)

Valve, ball (1) (WP 0111, Figure 11, Item 43)

Washer, lock (M6) (2) (WP 0111, Figure 11, Item 30)

Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)

Fuel, diesel, DF-2 (WP 0163, Item 20)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Rag, wiping (4) (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

Assistant (1)

References

WP 0040, Service Fuel System

WP 0047, Remove/Install Fuel Tank

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Left-side panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)

REMOVE/INSTALL FUEL TANK DRAIN VALVE ASSEMBLY
WARNING

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Remove Fuel Tank Drain Valve Assembly

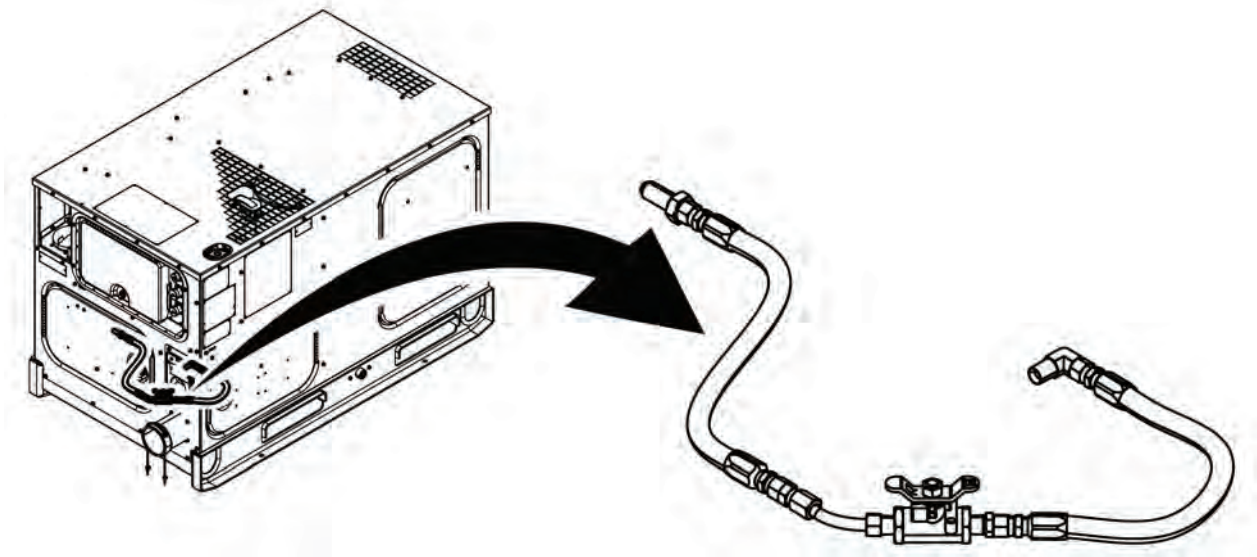


Figure 1. Fuel Tank Drain Valve — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate fuel tank drain valve assembly (Figure 1).
3. Remove any dirt and debris from around bulkhead connector tube (Figure 2, Item 7).

NOTE

Capture and dispose of spilled fuel IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

4. Remove fuel drain cap (Figure 2, Item 9) from bulkhead connector tube (Figure 2, Item 7).
5. Disconnect fuel drain cap (Figure 2, Item 9) tether (chain) from flange head screw (not shown) on unit skid.

NOTE

Access to drain valve assembly requires the removal of the fuel tank. One of the fuel drain lines (Figure 2, Item 2) will be removed with the fuel tank (Figure 2, Item 1). The ball valve (Figure 2, Item 4) is removed from the fuel tank support during fuel tank removal.

Note orientation of elbow fittings (Figure 2, Items 5 and 11) and ball valve (Figure 2, Item 4) before removal to aid in installation.

6. Remove fuel tank with fuel drain line (Figure 2, Item 2) attached to bulkhead fitting (Figure 2, Item 10) on fuel tank (Figure 2, Item 1) (WP 0047, Remove/Install Fuel Tank).
7. Disconnect fuel drain line (Figure 2, Item 2) from elbow fitting (Figure 2, Item 11) on bulkhead fitting (Figure 2, Item 10).

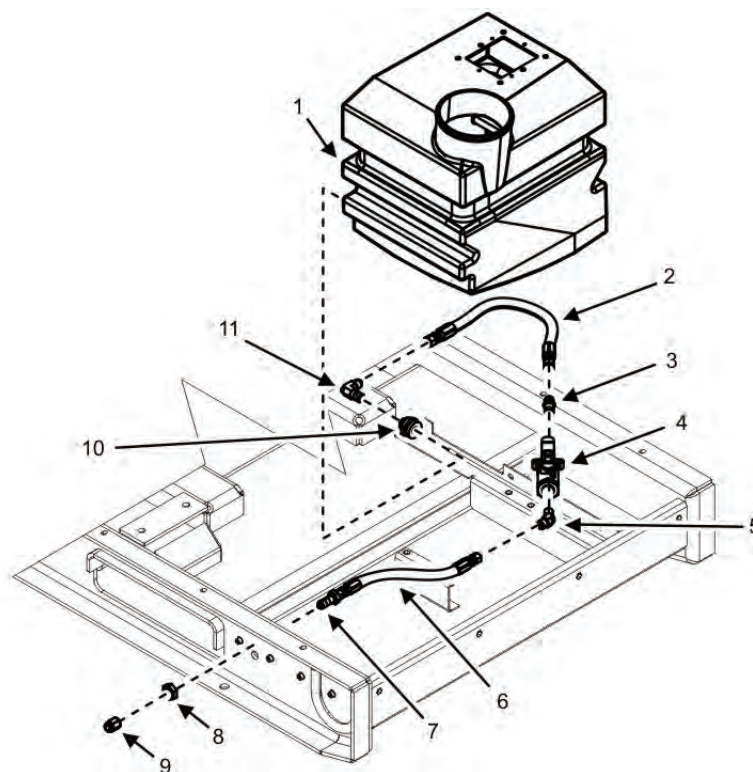


Figure 2. Fuel Tank Drain Valve — Detail.

8. Remove elbow fitting (Figure 2, Item 11) from bulkhead fitting (Figure 2, Item 10).
9. Remove bulkhead fitting (Figure 2, Item 10) from fuel tank (Figure 2, Item 1). Discard bulkhead fitting (Figure 2, Item 10).
10. Remove nut (Figure 2, Item 8) from bulkhead connector tube (Figure 2, Item 7).
11. Remove bulkhead connector tube (Figure 2, Item 7), fuel drain line (Figure 2, Item 6), elbow fitting (Figure 2, Item 5), ball valve (Figure 2, Item 4), and connector fitting (Figure 2, Item 3) from unit.
12. Disconnect bulkhead connector tube (Figure 2, Item 7) from fuel drain line (Figure 2, Item 6).
13. Disconnect fuel drain line (Figure 2, Item 6) from elbow fitting (Figure 2, Item 5).
14. Remove elbow fitting (Figure 2, Item 5) and connector fitting (Figure 2, Item 3) from ball valve (Figure 2, Item 4).
15. Place parts on a suitable work surface.

END OF TASK

Inspect Fuel Tank Drain Valve Assembly

1. Inspect ball valve (Figure 2, Item 4) for cracks, broken/damaged handle, restricted handle movement, excessive corrosion, and other signs of obvious damage. Replace as required.
2. Inspect fuel drain lines (Figure 2, Items 2 and 6) for frayed cover, cracks, kinks, and other signs of obvious damage. Replace as required.
3. Inspect fuel drain cap (Figure 2, Item 9) and chain for cracks, excessive corrosion, and other signs of obvious damage. Replace as required.

4. Inspect all fittings for cracks, worn threads, excessive corrosion, and other signs of obvious damage. Replace as required.
5. Inspect nut (Figure 2, Item 8) for worn threads, excessive corrosion, and other signs of obvious damage. Replace as required.
6. Inspect bulkhead connector tube (Figure 2, Item 7) for worn threads, torn O-ring, excessive corrosion, and other signs of obvious damage. Replace as required.

END OF TASK

Install Fuel Tank Drain Valve Assembly

NOTE

Wipe down fuel lines, parts, and fittings with wiping rag prior to installation.

1. Install bulkhead connector tube (Figure 2, Item 7) to fuel drain line (Figure 2, Item 6).

NOTE

Thread pipe sealant must cure for 30 min before exposure to fuel and 72 hr for full strength.

2. Apply thread pipe sealant to both ends of ball valve (Figure 2, Item 4), elbow fitting (Figure 2, Item 5), and connector fitting (Figure 2, Item 3).
3. Install elbow fitting (Figure 2, Item 5) and connector fitting (Figure 2, Item 3) to ball valve (Figure 2, Item 4). Tighten fittings to 1 to 1 1/2 turns past finger-tight.
4. Connect opposite end of fuel drain line (Figure 2, Item 6) to elbow fitting (Figure 2, Item 5).
5. Insert bulkhead connector tube (Figure 2, Item 7) through fuel drain hole in left-side of skid.
6. Position fuel drain line (Figure 2, Item 6), elbow fitting (Figure 2, Item 5), ball valve (Figure 2, Item 4), and connector fitting (Figure 2, Item 3) in proper orientation.
7. Install nut (Figure 2, Item 8) to bulkhead connector tube (Figure 2, Item 7). Torque nut to 177 – 194 in/lb (20 – 22 Nm).
8. Install new fuel tank bulkhead fitting (Figure 2, Item 10) to fuel tank.
9. Apply thread pipe sealant to elbow fitting (Figure 2, Item 11) on both ends.
10. Install elbow fitting (Figure 2, Item 11) to bulkhead fitting (Figure 2, Item 10). Tighten elbow fitting to 1 to 1 1/2 turns past finger-tight.
11. Connect fuel drain line (Figure 2, Item 2) to elbow fitting (Figure 2, Item 11) on bulkhead fitting (Figure 2, Item 10). Torque fitting on fuel drain line (Figure 2, Item 2) to 177 – 194 in/lb (20 – 22 Nm).
12. Position fuel tank (Figure 2, Item 1) to mounting position with fuel drain line (Figure 2, Item 2), elbow fitting (Figure 2, Item 11), and bulkhead fitting (Figure 2, Item 10).

NOTE

Installation of the fuel tank (Figure 2, Item 1) requires the installation of one of the fuel drain lines (Figure 2, Item 2) and secures the ball valve (Figure 2, Item 4) to the fuel system support.

13. Install fuel tank (WP 0047, Remove/Install Fuel Tank).
14. Secure fuel drain cap chain to screw of left-side of unit skid.
15. Install fuel drain cap (Figure 2, Item 9) to bulkhead connector tube (Figure 2, Item 7).
16. Ensure ball valve (Figure 2, Item 4) is in closed position (handle perpendicular to body of valve).

-
17. Install radiator support panel (WP 0033, Remove/Install Interior Body Panels).
 18. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
 19. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
 20. Install top body panel (WP 0028, Remove/Install Top Body Panel).
 21. Add fuel once thread pipe sealant has cured IAW manufacturer's specifications (WP 0040, Service Fuel System).
 22. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
 23. Purge fuel system (WP 0040, Service Fuel System).
 24. Close generator set doors.
 25. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
 26. Start engine and check for fuel leaks and proper operation.
 27. Repair as required.
 28. Dispose of captured fuel and soiled cleaning rags IAW local SOP.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL TANK FILLER NECK

INITIAL SETUP:**Tools and Special Tools**

Hammer, Hand, Soft Face, Dead Blow (WP 0162, Table 2, Item 19)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Clamp (2) (WP 0111, Repair Parts List, Figure 11, Item 18)

Coupling, hose (WP 0111, Figure 11, Item 20)

Module, fuel filler neck (WP 0111, Figure 11, Item 19)

Tube, fuel fill (WP 0111, Figure 11, Item 22)

Washer, lock M10 external tooth (WP 0111, Figure 11, Item 24)

Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)

Fuel, diesel, (WP 0163, Item 20)

Pan, drain (1) (WP 0163, Item 29)

Rag, wiping (2) (WP 0163, Item 32)

Tag, marker (2) (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Fuel tank drained to half-capacity (TM 9-6115-750-10)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

DCS removed (WP 0017, Remove/Install DCS)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Radiator removed (WP 0027, Remove/Install Radiator Assembly)

Radiator support panel removed (WP 0033, Remove/Install Interior Body Panels)

REMOVE/INSTALL FUEL TANK FILLER NECK**WARNING**

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

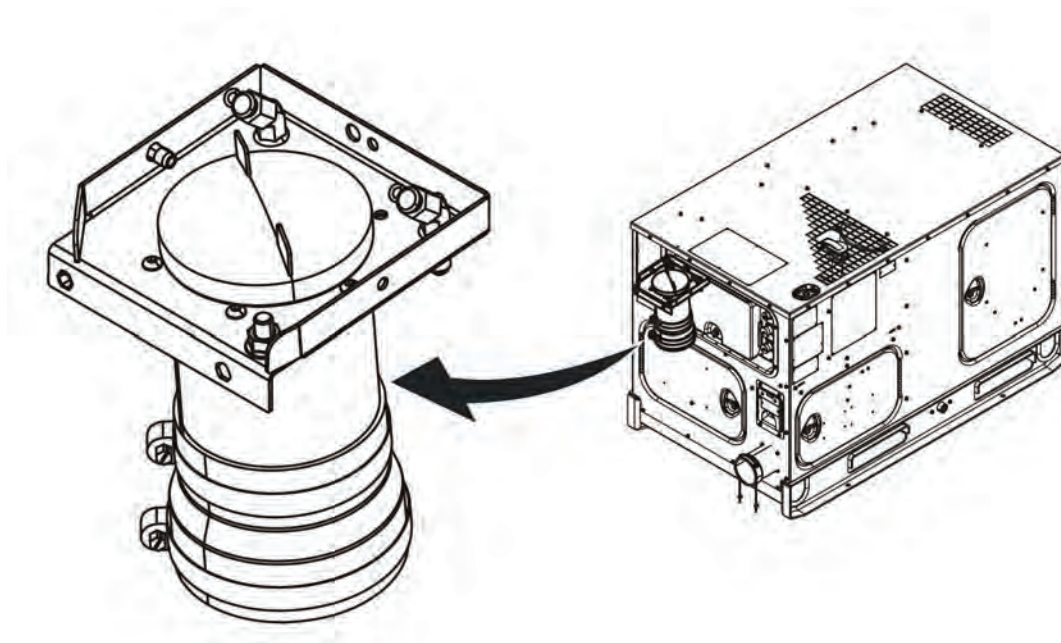
Remove Fuel Tank Filler Neck

Figure 1. Fuel Tank Filler Neck — Location.

1. Ensure equipment conditions are met in order presented in initial setup.

NOTE

Note orientation of fuel cap before removal to aid in installation.

2. Locate fuel tank filler neck on top of fuel tank (Figure 1).
3. Remove bolt (Figure 2, Item 6), external tooth lock washer (Figure 2, Item 8), and nut (Figure 2, Item 1) that secure ground cables (Figure 2, Items 4 and 7) to fuel system bracket.
4. Discard external tooth lock washer (Figure 2, Item 8).

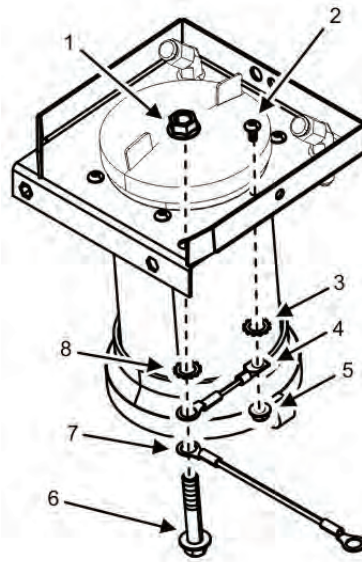


Figure 2. Fuel Tank Filler Neck Ground Cable — Removal.

5. Remove screw (Figure 2, Item 2), external tooth lock washer (Figure 2, Item 3), and nut (Figure 2, Item 5) that secure ground cable (Figure 2, Item 4) to fuel system bracket.
6. Discard external tooth lock washer (Figure 2, Item 3).

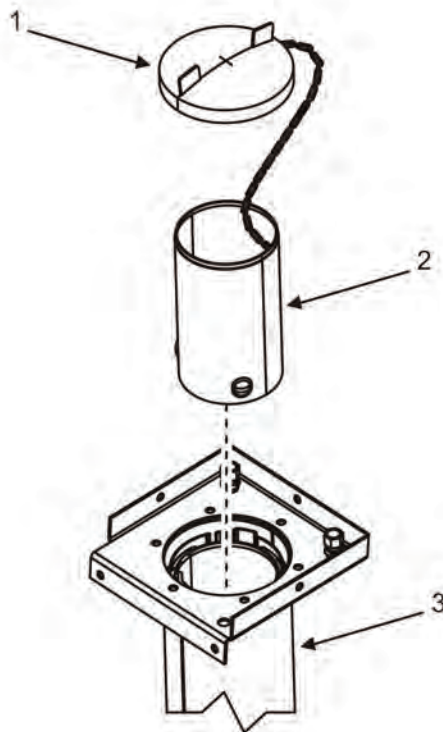


Figure 3. Fuel Cap and Strainer — Removal.

7. Remove fuel filler cap (Figure 3, Item 1) and strainer (Figure 3, Item 2) from fuel tank filler neck (Figure 3, Item 3).

8. Inspect fuel filler cap (Figure 3, Item 1) and chain for damage and replace as required.
9. Inspect strainer (Figure 3, Item 2) for damage and replace as required.
10. Cover opening in fuel tank filler neck (Figure 3, Item 3) to prevent dirt and debris from entering fuel system.

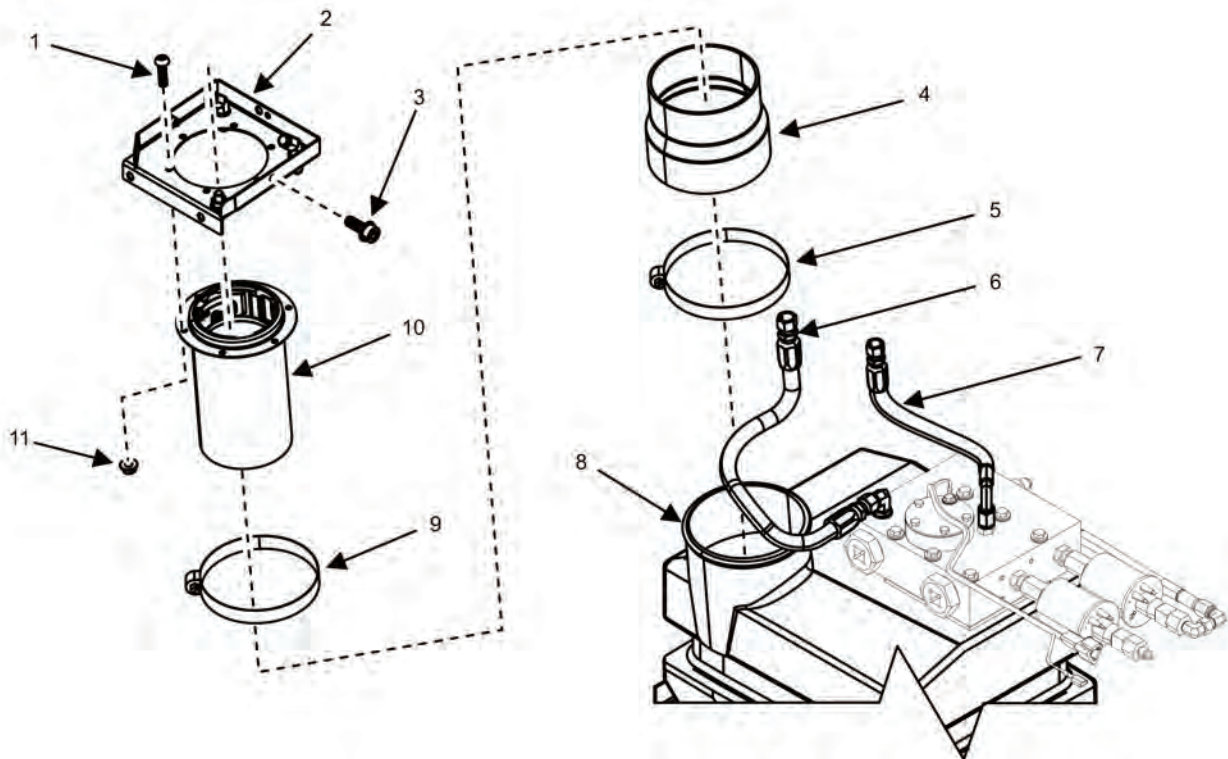


Figure 4. Fuel Tank Filler Neck — Detail.

NOTE

Two wrenches may be required to disconnect the auxiliary fuel lines. Tag and mark the lines for proper reinstallation.

Capture and dispose of spilled fuel IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering the fuel system.

11. Disconnect auxiliary fuel intake line (Figure 4, Item 6) from fuel system bracket (Figure 4, Item 2). Cap/plug line to prevent dirt and debris from entering fuel system.
12. Remove two screws (Figure 4, Item 3) securing edges of fuel system bracket (Figure 4, Item 2) to interior panels of generator set.
13. Loosen and slide hose clamps (Figure 4, Items 5 and 9) and fuel tank collar (Figure 4, Item 4) away from fuel tank opening (Figure 4, Item 8).

NOTE

The fuel tank filler neck (Figure 4, Item 10) fits snugly over the fuel tank opening (Figure 4, Item 8). Light percussion from a rubber mallet will assist with the removal of the fuel tank filler neck (Figure 4, Item 10).

14. Remove fuel tank filler neck (Figure 4, Item 10), fuel system bracket (Figure 4, Item 2), hose clamps (Figure 4, Items 5 and 9), and fuel tank collar (Figure 4, Item 4) from unit and place on a suitable work surface.

15. Cover top of fuel tank opening (Figure 4, Item 8) to prevent dirt and debris from entering fuel system.
16. Remove hose clamps (Figure 4, Items 5 and 9) and fuel tank collar (Figure 4, Item 4) from fuel tank filler neck (Figure 4, Item 10).
17. Disconnect auxiliary vent line (Figure 4, Item 7) from fuel system bracket (Figure 4, Item 2). Cap/plug line to prevent dirt and debris from entering fuel system.

NOTE

Chains for the auxiliary fuel line caps (not shown) are secured by two of the six cap screws (Figure 4, Item 1) securing the fuel system bracket (Figure 4, Item 2) to the fuel tank filler neck (Figure 4, Item 10). Note the location of chains to aid in reinstallation.

18. Remove five remaining cap screws (Figure 4, Item 1) and nuts (Figure 4, Item 11) securing fuel system bracket (Figure 4, Item 2) to fuel tank filler neck (Figure 4, Item 10) and set aside for reuse.

END OF TASK

Inspect Fuel Filler Neck

1. Inspect fuel tank filler neck (Figure 2, Item 10) for splits, cracks, or brittleness, and replace as required.
2. Inspect fuel tank collar (Figure 4, Item 4) for splits, cracks, or brittleness that would allow fuel to escape, and replace as required.
3. Inspect hose clamps (Figure 4, Items 5 and 9) for damage or corrosion, and replace as required.
4. Inspect fuel system bracket (Figure 4, Item 2) for damage or corrosion, and replace as required.

END OF TASK

Install Fuel Tank Filler Neck

NOTE

Capture and dispose of spilled fuel IAW local SOP. Remove all caps/plugs and tags from fuel lines/fittings prior to installation of each fuel line.

Prior to installation, wipe down fuel lines, manifold, and fittings with wiping rag.

1. Position top and bottom hose clamps (Figure 4, Items 5 and 9) to fuel tank collar (Figure 4, Item 4).
2. Slide fuel tank collar (Figure 4, Item 4) and hose clamps (Figure 4, Items 5 and 9) onto fuel tank filler neck (Figure 4, Item 10).

NOTE

The fuel tank filler neck (Figure 4, Item 10) snugly fits over the fuel tank opening (Figure 4, Item 8). Light percussion from a rubber mallet will assist with positioning the fuel tank filler neck (Figure 4, Item 10).

3. Install fuel tank collar (Figure 4, Item 4) and fuel tank filler neck (Figure 4, Item 10) assembly to top of fuel tank opening (Figure 4, Item 8).
4. Secure both hose clamps (Figure 4, Items 5 and 9) on fuel tank collar (Figure 4, Item 4).
5. Secure fuel tank filler neck (Figure 4, Item 10) to fuel tank opening (Figure 4, Item 8) by tightening hose clamps (Figure 4, Items 5 and 9).
6. Install ground cable (Figure 2, Item 4) to fuel system bracket with screw (Figure 2, Item 2), external tooth lock washer (Figure 2, Item 3), and nut (Figure 2, Item 5). Torque screw to 89 – 106 in/lb (10 – 12 Nm).

NOTE

Chains for the auxiliary fuel line caps (not shown) are secured by two of the six cap screws (Figure 4, Item 1) securing the fuel system bracket (Figure 4, Item 2) to the fuel tank filler neck (Figure 4, Item 10). Chains must be secured to the same location as removed before tightening cap screws (Figure 4, Item 1).

7. Install fuel system bracket (Figure 4, Item 2) to fuel tank filler neck (Figure 4, Item 10) with remaining five cap screws (Figure 4, Item 1) and nuts (Figure 4, Item 11) tightened to a torque value of 89 – 106 in/lb (10 – 12 Nm).
8. Connect auxiliary vent line (Figure 4, Item 7) to fuel system bracket (Figure 4, Item 2).
9. Install two screws (Figure 4, Item 3) to secure edges of fuel system bracket (Figure 4, Item 2) to interior panel of generator set.
10. Install auxiliary fuel intake line (Figure 4, Item 6) to fuel system bracket (Figure 4, Item 2).
11. Ensure both hose clamps (Figure 4, Item 5 and 9) on fuel tank collar (Figure 4, Item 4) are tightly secured.
12. Connect auxiliary fuel intake line (Figure 4, Item 6) to fuel system bracket (Figure 4, Item 2).
13. Install strainer (Figure 3, Item 2).
14. Install fuel filler cap (Figure 3, Item 1).
15. Secure ground cable (Figure 2, Items 4 and 7) to fuel system bracket (Figure 4, Item 2) by installing bolt (Figure 2, Item 6), new external tooth lock washer (Figure 2, Item 8), and nut (Figure 2, Item 1).
16. Torque nut (Figure 2, Item 1) to 18 – 22 ft/lb (24 – 30 Nm).
17. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
18. Install radiator support panel (WP 0033, Remove/Install Interior Body Panels).
19. Install radiator (WP 0027, Remove/Install Radiator Assembly).
20. Install rear body panel from generator set (WP 0030, Remove/Install Rear Body Panel).
21. Install top body panel (WP 0028, Remove/Install Top Body Panel).
22. Install DCS (WP 0017, Remove/Install DCS).
23. Install negative ground cable to right-side battery (WP 0036, Remove/Install Batteries).
24. Purge fuel system (WP 0040, Service Fuel System).
25. Fill fuel tank to proper level (TM 9-6115-750-10).
26. Dispose of captured fuel IAW local SOP.
27. Close generator set doors.
28. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
29. Start engine and check for proper operation.
30. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL RELAY PANEL

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Circuit breaker (5) (WP 0103, Repair Parts List, Figure 3, Item 2)

Circuit breaker (1) (WP 0103, Figure 3, Item 3)

Circuit breaker (2) (WP 0103, Figure 3, Item 4)

Panel, relay (WP 0103, Figure 3, Item 1)

Relay (8) (WP 0103, Figure 3, Item 6)

Tag, marker (WP 0163, Expendable and Durable Items List, Item 36)

Personnel Required

91D (1)

References

WP 0095, General Maintenance

Foldout Pages

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL RELAY PANEL**Remove Relay Panel**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left-side door.
3. Open rear door and locate relay panel (Figure 1).

NOTE

The six wiring harness connectors (Figure 2, Items 3 through 8) attached to relay panel are all uniquely keyed and can only be installed in the proper locations. To assist installation, tag all wiring harness connectors (Figure 2, Items 3 through 8) prior to removal.

4. Remove six wiring harness connectors (Figure 2, Items 3 through 8) from relay panel (Figure 2, Item 2).
5. Remove four flare head screws (Figure 2, Item 1) that secure relay panel (Figure 2, Item 2) to generator set skid.

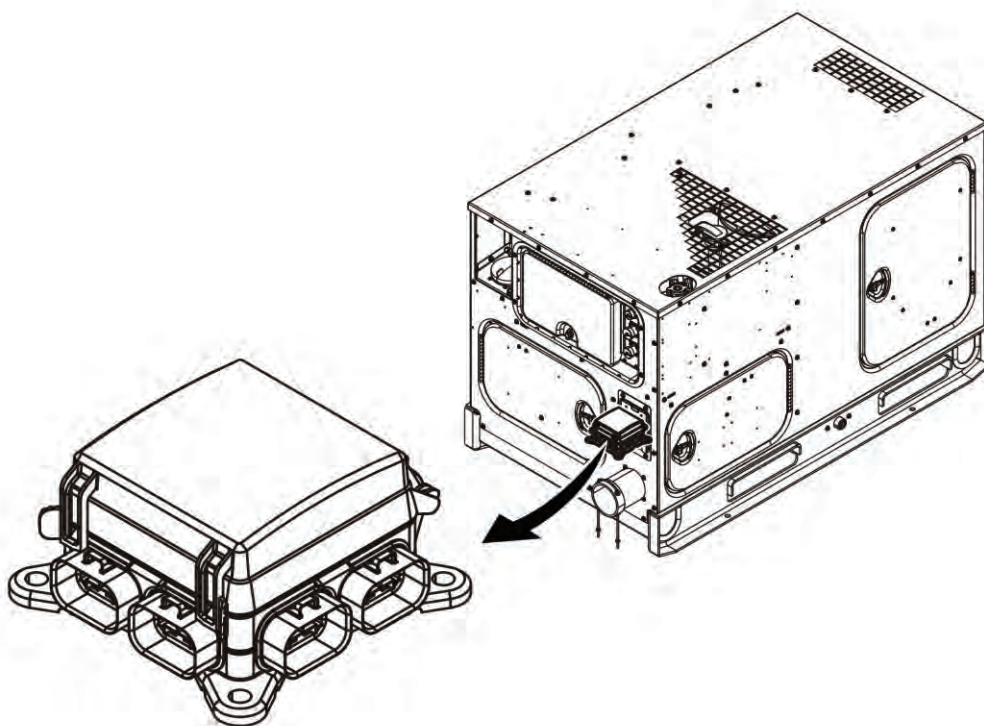


Figure 1. Relay Panel — Location.

6. Remove relay panel (Figure 2, Item 2) from generator set.

END OF TASK

Inspect Relay Panel

1. Inspect all wiring harness connectors (Figure 2, Items 3 through 8) for signs of obvious damage.
2. Repair damaged wiring harness connectors (Figure 2, Items 3 through 8). See Repair Electrical Connectors (WP 0095, General Maintenance).
3. Inspect relay panel (Figure 2, Item 2) for signs of obvious damage and replace as required.

END OF TASK

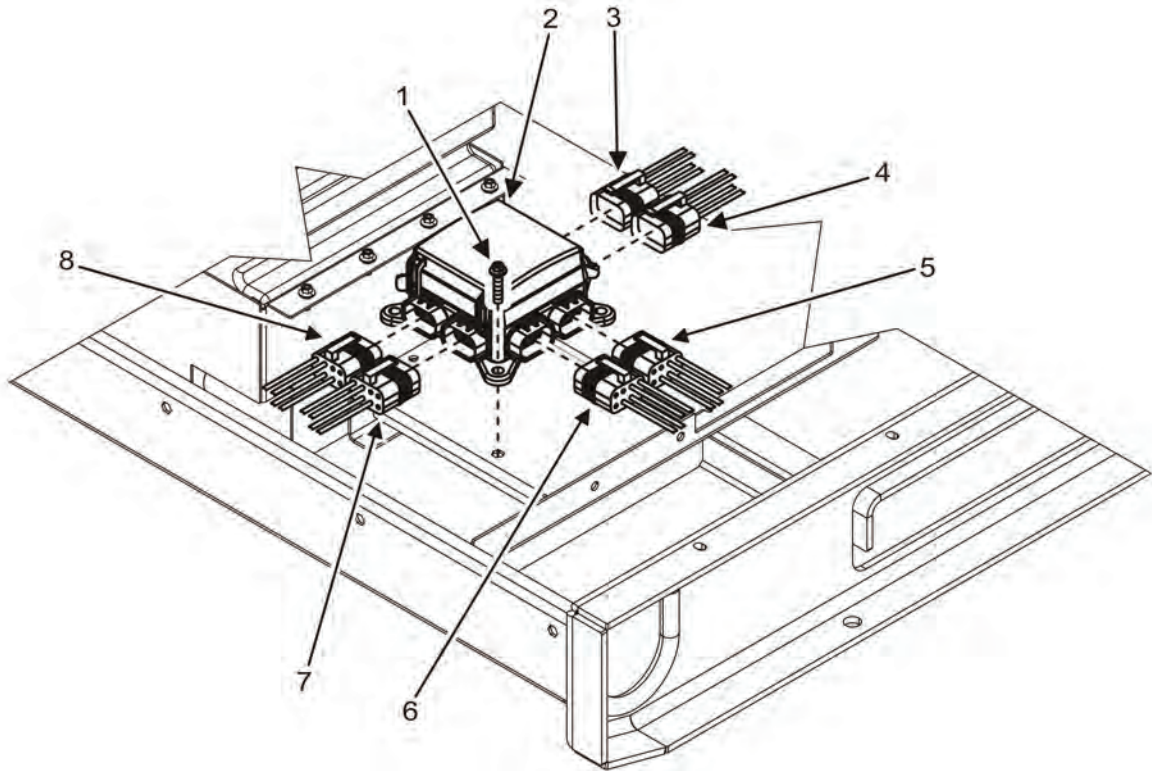


Figure 2. Relay Panel — Removal.

Install Relay Panel

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

1. Clean dirt and debris from relay panel mounting location in generator set skid using dry cleaning solvent and wiping rags.
2. Position relay panel (Figure 2, Item 2) to its mounting position on generator set skid and secure by installing four flare head screws (Figure 2, Item 1) finger-tight.
3. Torque four mounting screws (Figure 2, Item 1) to 8.2 ± 0.1 ft/lb (11.1 ± 1 Nm).

NOTE

Leave all identification tags/markings in place until task is completed and generator set is fully operational.

4. Install six wiring harness connectors (Figure 2, Items 3 through 8) to relay panel using tags/markings applied at removal as a guide.
5. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
6. Close generator set doors.
7. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).

8. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
9. Repair as required.

END OF TASK

Service Relay Panel

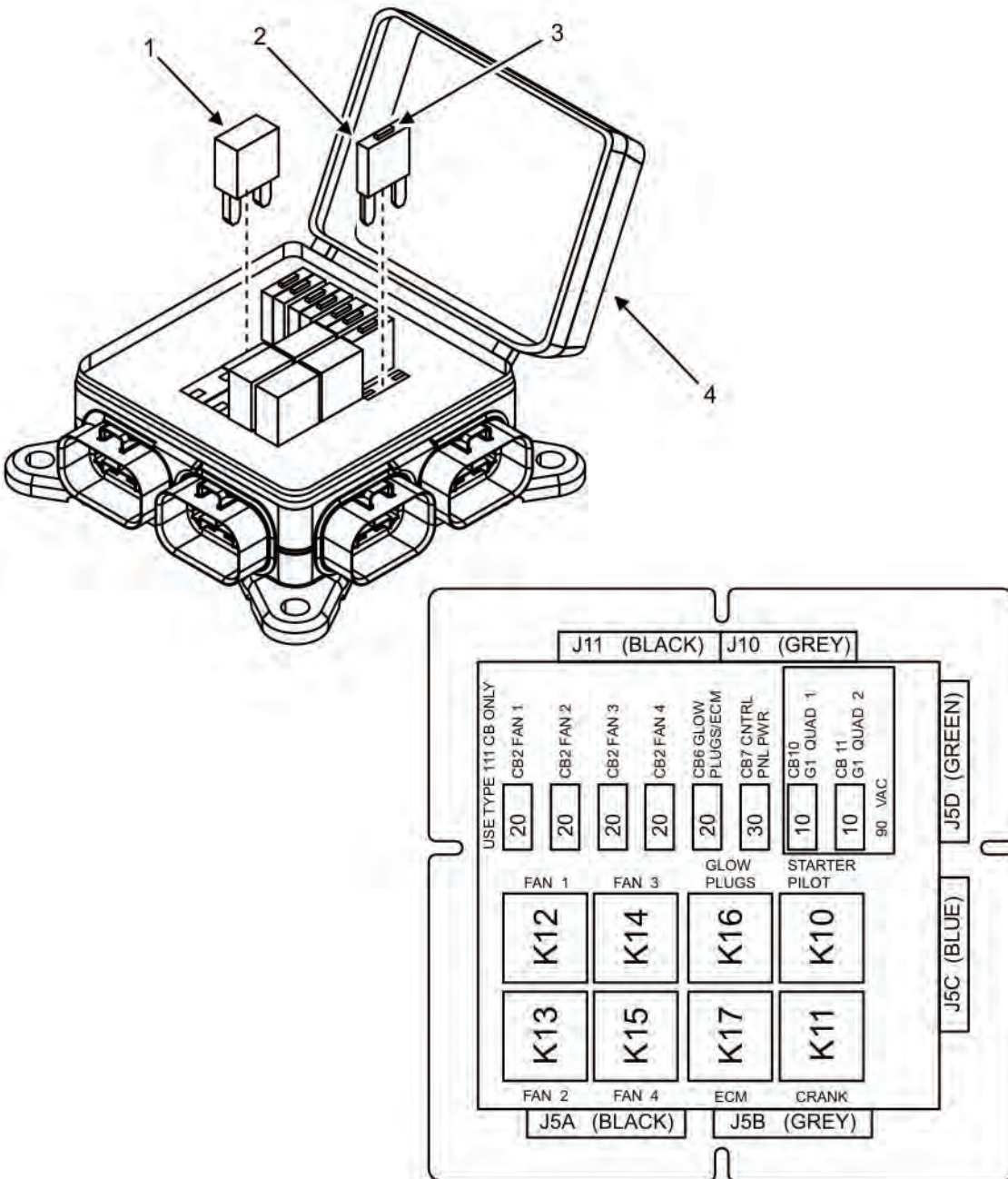


Figure 3. Relay Panel — Internal Layout.

CAUTION

When removing a circuit breaker (Figure 3, Item 2) or relay (Figure 3, Item 1) from the relay panel (Figure 2, Item 2), be careful not to tilt the circuit breaker or relay far enough to damage the contact pins. Failure to comply may cause damage to equipment.

NOTE

Service of the relay panel is accomplished by resetting or replacing a circuit breaker (Figure 3, Item 2) or by replacing a relay (Figure 3, Item 1).

The relay panel (Figure 2, Item 2) has the capacity to house eight circuit breakers (Figure 3, Item 2) and eight relays (Figure 3, Item 1). The number of circuit breakers (Figure 3, Item 2)/relays (Figure 3, Item 1) present in the relay panel (Figure 2, Item 2) is determined by the configuration of individual generator sets. A legend on the inside of the relay panel cover identifies each individual relay and circuit breaker. Foldout Pages provided in the Rear Matter of this manual also identify the circuits protected by each circuit breaker (Figure 3, Item 2) or relay (Figure 3, Item 1).

An overload or short circuit in an electrical circuit may cause a circuit breaker (Figure 3, Item 2) to trip or fail completely. Circuit breakers (Figure 3, Item 2) may be reset or replaced as required. An overloaded electrical circuit may also cause failure of the relay (Figure 3, Item 1) in that circuit. Failed relays (Figure 3, Item 1) must be replaced.

Basic electrical troubleshooting procedures will enable the technician to trace an electrical circuit to a failed circuit breaker (Figure 3, Item 2) or relay (Figure 3, Item 1).

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open rear door and locate relay panel (Figure 3, Item 4).
3. Open relay panel (Figure 3, Item 4) cover.
4. Reset tripped circuit breaker (Figure 3, Item 2):
 - a. Open relay panel (Figure 3, Item 4) cover.

NOTE

A circuit breaker that has been tripped due to a short in the corresponding electrical circuit will be identified by an extended colored plastic indicator (Figure 3, Item 3) on the circuit breaker.

Technicians may only reset a circuit breaker (Figure 3, Item 2) once after it has tripped. If the circuit breaker trips a second time, it must be replaced.

- b. Check circuit breakers (Figure 3, Item 2) for a tripped-condition.
 - c. Press the extended colored plastic indicator (Figure 3, Item 3) to return it to the set position.
 - (1). Continue with generator set operation if circuit breaker (Figure 3, Item 2) remains in the set position.
 - (2). Troubleshoot electrical circuit to determine cause if circuit breaker (Figure 3, Item 2) will not remain in set position. (See Foldout Pages.)
 - d. Close relay panel (Figure 3, Item 4) cover.
 5. Replace a failed circuit breaker (Figure 3, Item 2):
 - a. Open relay panel (Figure 3, Item 4) cover.

CAUTION

Removing the circuit breaker by tilting it at more than a slight angle may damage circuit breaker contact pins and/or relay panel socket. Failure to comply may cause damage to equipment.

- b. Pull failed circuit breaker (Figure 3, Item 2) from relay panel (Figure 3, Item 4) by tilting the circuit breaker slightly.

CAUTION

Always replace a failed circuit breaker (Figure 3, Item 2) with one of the same value. Replacing a circuit breaker (Figure 3, Item 2) with one of a greater value may result in damage to equipment. Failure to comply may cause damage to equipment.

- c. Insert new circuit breaker (Figure 3, Item 2) into relay panel (Figure 3, Item 4) in the same slot that housed the failed circuit breaker (Figure 3, Item 2).
6. Replace a failed relay (Figure 3, Item 1):
- a. Pull failed relay (Figure 3, Item 1) from relay panel (Figure 3, Item 4) by tilting the circuit breaker slightly.
 - b. Insert new relay (Figure 3, Item 1) into relay panel (Figure 3, Item 4) in the same slot that housed the failed relay (Figure 3, Item 1).

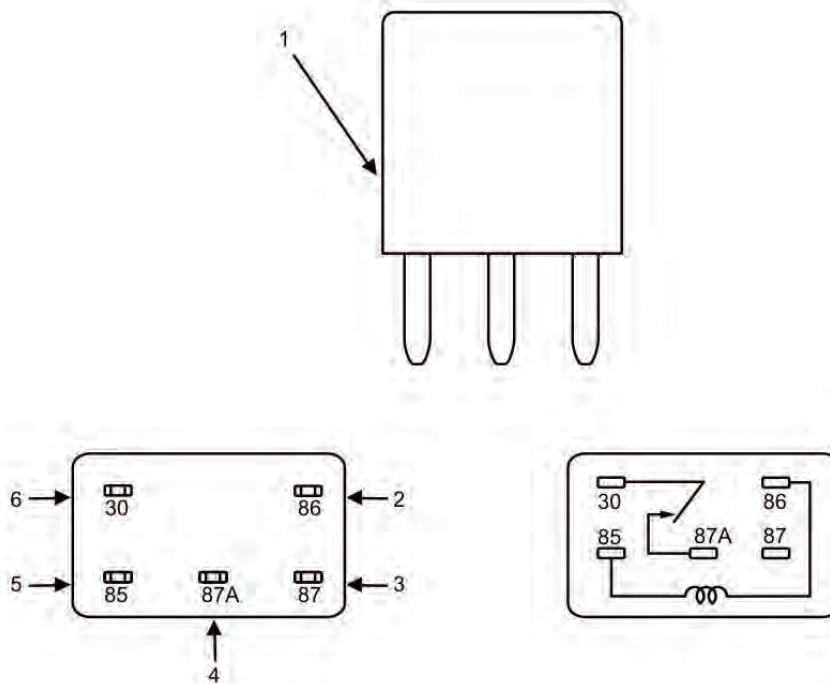


Figure 4. Test Relay.

7. Test a relay (Figure 4, Item 1):

 - a. Hold relay (Figure 4, Item 1) close to ear and shake it vigorously. Replace relay (Figure 4, Item 1) if the internals noticeably rattle.
 - b. Test relay (Figure 4, Item 1) for Ohms and continuity:
 - (1). Set multimeter to read either Ohms or continuity.
 - (2). Place multimeter probes on relay pins as shown in Table 1.

- (3). Compare multimeter reading with values in Table 1.
- (4). Retain relay (Figure 4, Item 1) for reuse if multimeter reading matches value in "Good" column.
- (5). Replace relay (Figure 4, Item 1) if multimeter reading matches value in "Bad" column.

Table 1. Relay Test for Ohms and Continuity.

Test Across Pins	Ohms — Good	Ohms — Bad	Continuity — Good	Continuity — Bad
85 to 86 (Figure 5, Items 5 to 2)	435 – 531 Ohms	Outside range of 435-531 Ohms	n/a	n/a
30 to 87A (Figure 5, Items 6 to 4)	0 Ohm short circuit	Infinity (∞) Ohms Open circuit	positive	negative
30 to 87 (Figure 5, Items 6 to 3)	Infinity (∞) Ohms Open circuit	0 Ohm short circuit	negative	positive
85 to 87, 87A, and 30 (Figure 5, Items 5 to 3, 4, and 6)	Infinity (∞) Ohms Open circuit	0 Ohm short circuit	negative	positive
86 to 87, 87A, and 30 (Figure 5, Items 2 to 3, 4, and 6)	Infinity (∞) Ohms Open circuit	0 Ohm short circuit	negative	positive

NOTE

Voltage required to operate relay is 14.4 to 31.9 VDC applied. Check voltage supply source using a multimeter to verify test voltage is within specification.

- c. Apply 24 VDC across pins 30 and 87 (Figure 4) and listen for an audible "click."
 - (1). Retain relay (Figure 4, Item 1) for reuse if "click" is heard, indicating connection between pins 30 and 87 (Figure 4) is closed.
 - (2). Replace relay (Figure 4, Item 1) if no "click" is heard, indicating connection between pins 30 and 87 (Figure 4) remains open.
8. Close relay panel (Figure 3, Item 4) cover.
9. Close rear door.
10. Install negative ground cable from right-hand battery (WP 0036, Remove/Install Batteries).
11. Close left-side door.
12. Set engine control switch to PRIME & RUN (TM 9-6115-749-10).
13. Start engine and check for proper operation (TM 9-6115-749-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
14. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL ENGINE WIRING HARNESS

INITIAL SETUP**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Insulation sleeving (WP 0153, Repair Parts List, Figure 53, Item 15)

Wiring harness (WP 0153, Figure 53, Item 1)

Tag, marker (WP 0163, Expendable and Durable Items List, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0025, Remove/Install Winterization Kit Components

WP 0095, General Maintenance

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed and right-side battery removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Right-side body panel removed (WP 0032, Remove/Install Right-Side Body Panel)

DCS removed (WP 0017, Remove/Install DCS)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

REMOVE/INSTALL ENGINE WIRING HARNESS**Remove Engine Wiring Harness****NOTE**

Tag/mark all electrical connections prior to removal. Tags/markings applied at removal will aide at installation.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate engine wiring harness (Figure 1).
3. Open left-side door to expose exhaust side of engine.
4. Tag all wires before removal.

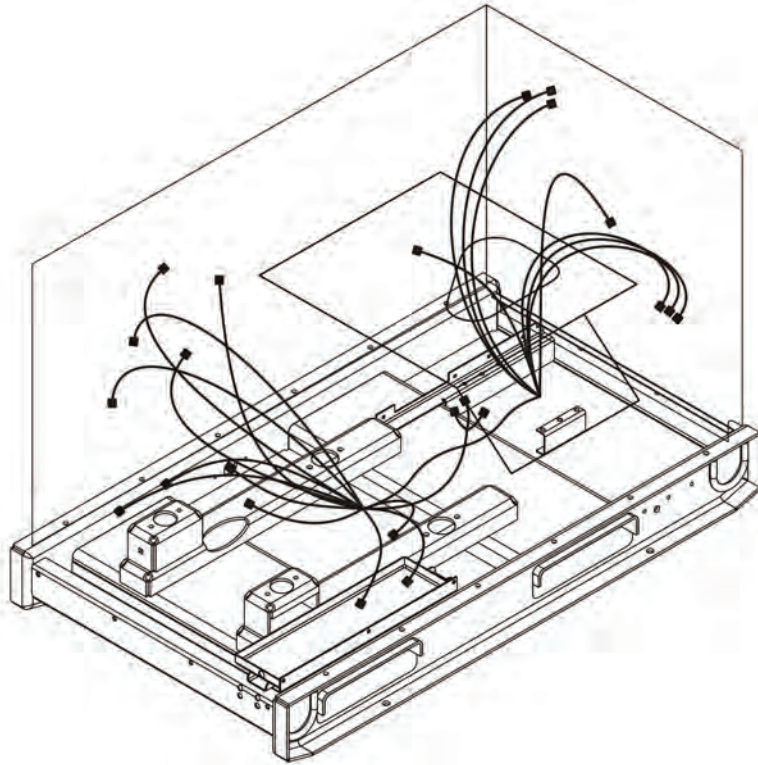


Figure 1. Engine Wiring Harness — Location.

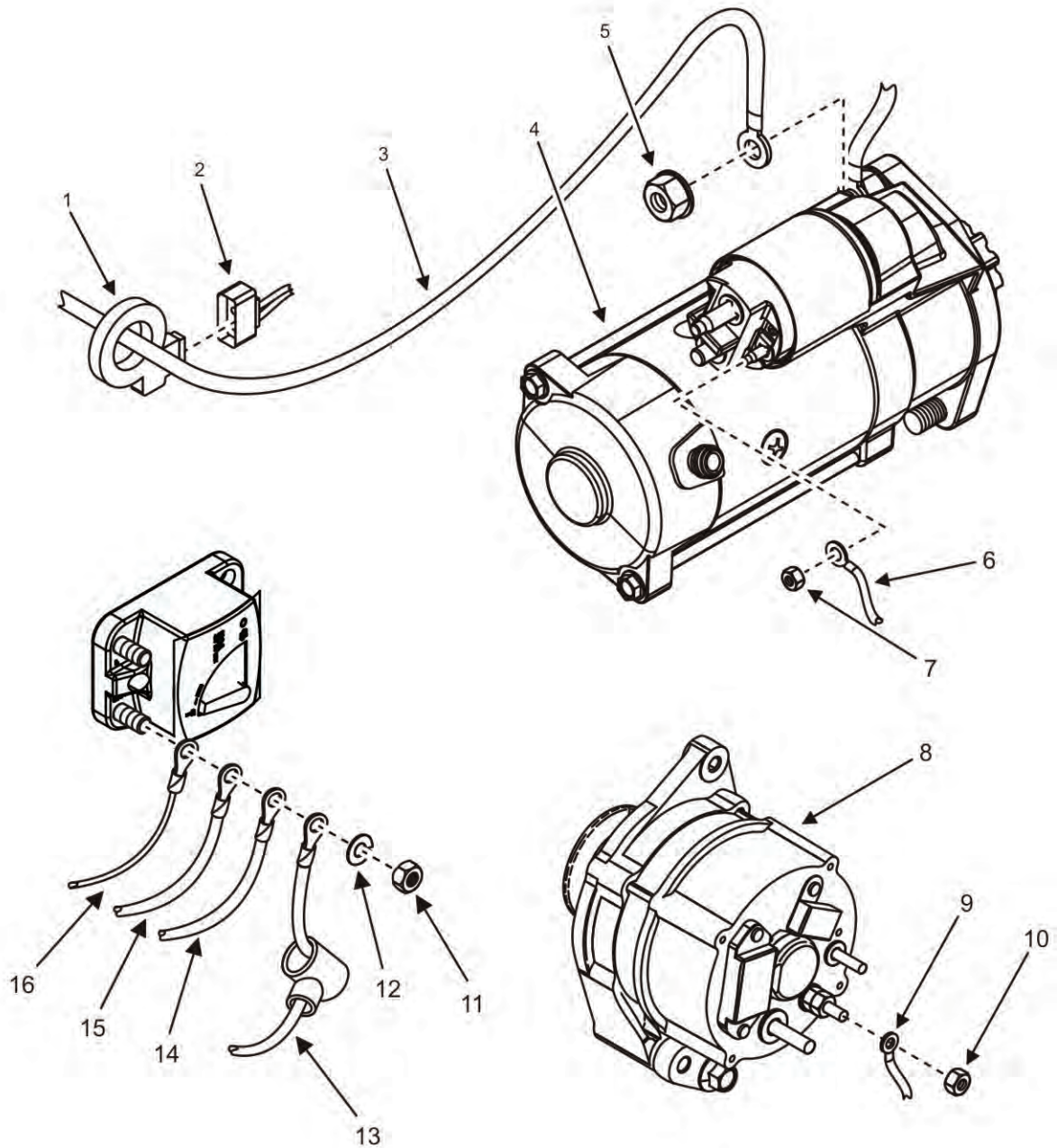


Figure 2. Left-Side Door.

5. Remove nut (Figure 2, Item 5) from upper mounting stud of starter (Figure 2, Item 4) and remove wire (Figure 2, Item 3).
6. Install nut (Figure 2, Item 5) back onto upper mounting stud of starter (Figure 2, Item 4).
7. Remove nut (Figure 2, Item 7) from solenoid stud on starter (Figure 2, Item 4).
8. Remove wire (Figure 2, Item 6) from starter (Figure 2, Item 4).
9. Remove nut (Figure 2, Item 10) from D+ stud on back of battery-charging alternator (Figure 2, Item 8) and remove wire (P2-P/G-D+) (Figure 2, Item 9).

10. Install nut (Figure 2, Item 10) back onto D+ stud on back of battery-charging alternator (Figure 2, Item 8).
11. Remove connector (P5) (Figure 2, Item 2) at battery current sensor (Figure 2, Item 1). Inspect battery current sensor (Figure 2, Item 1) for damage, and remove wire tie, slide off wire (Figure 2, Item 3), and replace if damaged.
12. Remove nut (Figure 2, Item 11), lock washer (Figure 2, Item 12), and four wires (Figure 2, Items 13, 14, 15, 16) from main DC circuit breaker.
13. Move to right side of generator set.

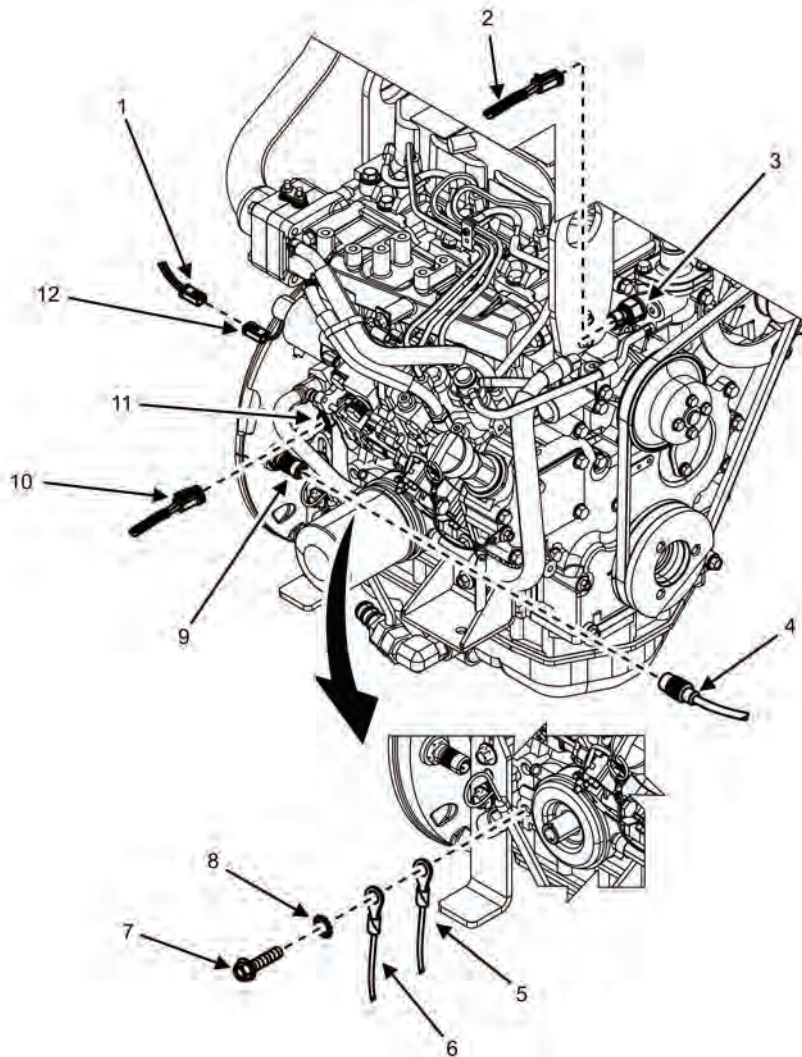


Figure 3. Right-Side Upper.

14. Remove connector (P35) (Figure 3, Item 2) from coolant temperature sender (Figure 3, Item 3) at top front of engine.
15. Remove connector (P40) (Figure 3, Item 10) from oil pressure sender (Figure 3, Item 11).
16. Remove connector (P37) (Figure 3, Item 1) from governor actuator (Figure 3, Item 12).
17. Remove connector (P14) (Figure 3, Item 4) from engine speed sensor (Figure 3, Item 9).
18. Remove bolt (Figure 3, Item 7), lock washer (Figure 3, Item 8), and two ground wires (Figure 3, Items 5 and 6) from engine.

19. Remove nut (Figure 4, Item 4) and washers (Figure 4, Items 5 and 6) that secure dead crank switch (Figure 4, Item 8) to unit skid (Figure 4, Item 7).
20. Remove dead crank switch (Figure 4, Item 8) from unit skid (Figure 4, Item 7) to expose three wires (Figure 4, Item 9) on back of dead crank switch (Figure 4, Item 8).
21. Tag three wires (Figure 4, Item 9) on back of dead crank switch (Figure 4, Item 8) to aid identification during installation.

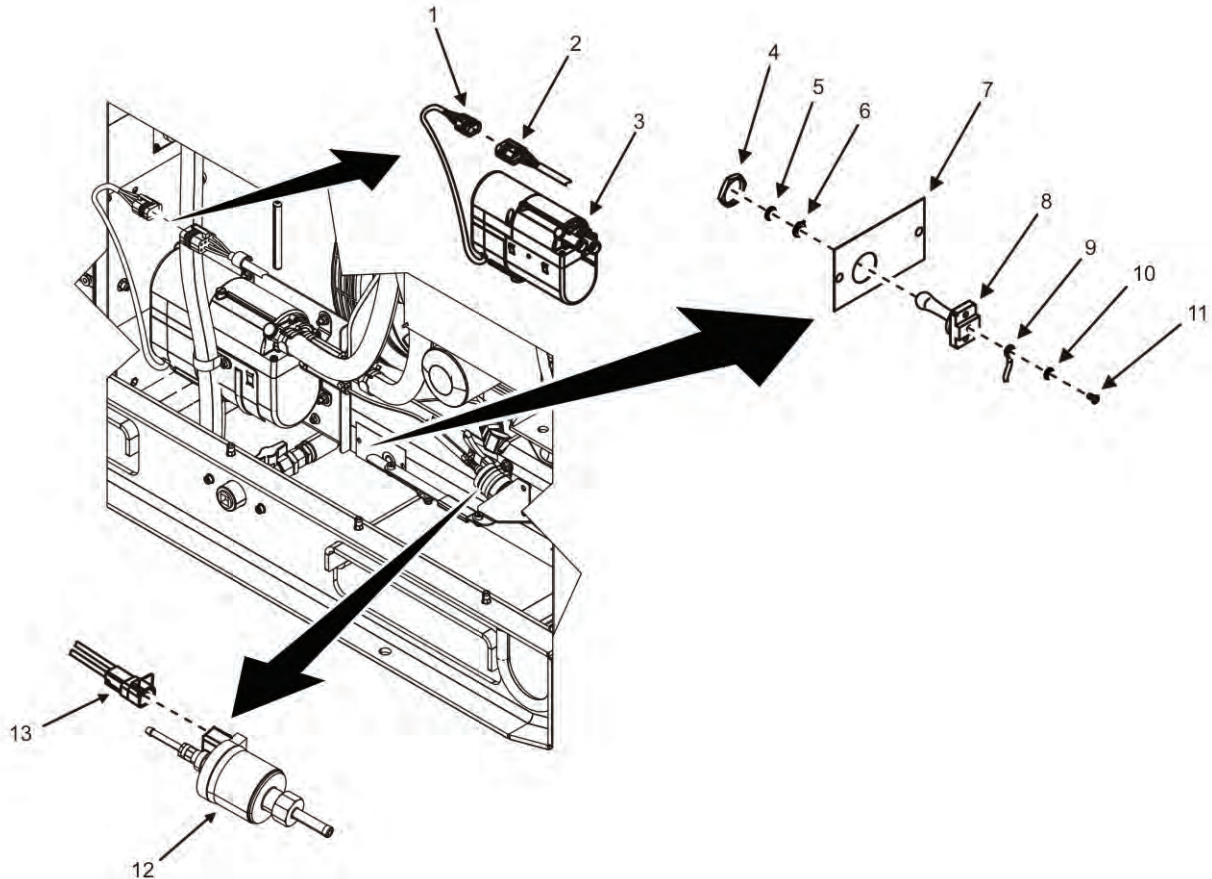


Figure 4. Right-Side Lower.

22. Remove three screws (Figure 4, Item 11) and three washers (Figure 4, Item 10) that secure three wires (Figure 4, Item 9) to rear of dead crank switch (Figure 4, Item 8). Set dead crank switch (Figure 4, Item 8) aside for reuse.
23. Remove connector (P21) (Figure 4, Item 13) from winterization kit fuel pump (Figure 4, Item 12) by depressing metallic clip on connector (P21) (Figure 4, Item 13)(if installed).
24. Remove connector (J20C) (Figure 4, Item 2) from winterization kit electrical connector (Figure 4, Item 1) of winterization kit (Figure 4, Item 3) (if installed).
25. Reposition winterization kit (Figure 4, Item 3) and its mounting bracket (if installed) as required to expose AC generator electrical connectors (WP 0025, Remove/Install Winterization Kit Components).
26. Remove connectors (P85 and P90) (Figure 5, Items 3 and 4) from pigtails (Figure 5, Items 2 and 5) on AC generator (Figure 5, Item 1).
27. Remove bolt (Figure 5, Item 9) and washer (Figure 5, Item 8) from AC generator (Figure 5, Item 1).
28. Remove two ground wires (Figure 5, Items 6 and 7) from AC generator (Figure 5, Item 1).

29. Loosen screw (Figure 6, Item 3) that secures connector (P500) (Figure 6, Item 2) inside output box (Figure 6, Item 1). Push connector (P500) (Figure 6, Item 2) through large slot in output box (Figure 6, Item 1) into rear of generator set.
30. Move to rear of generator set.

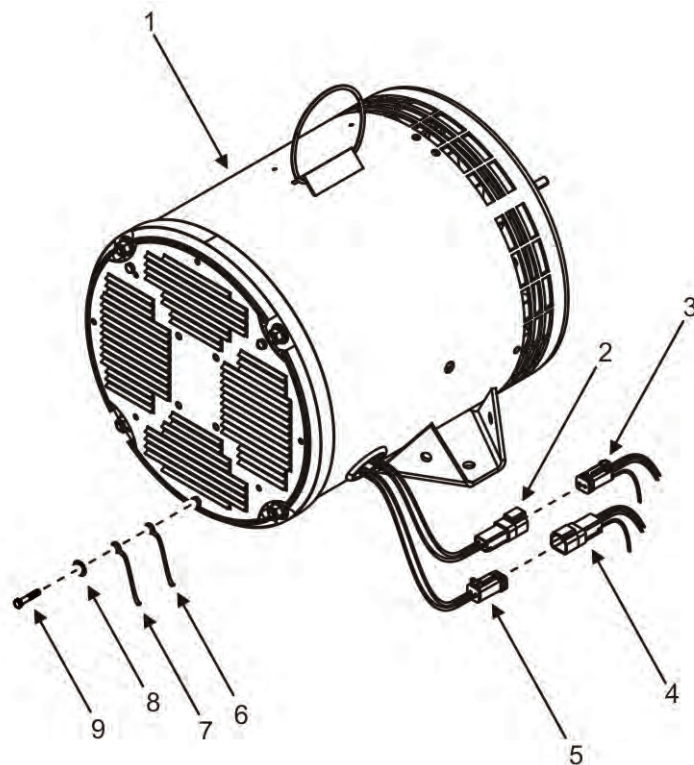


Figure 5. Right-Side Rear – AC Generator.

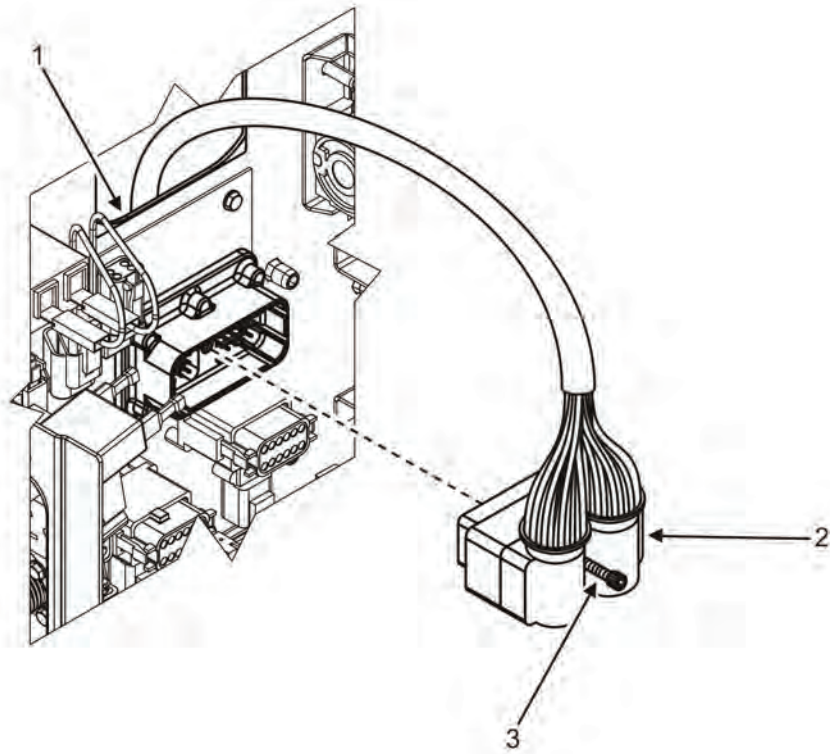


Figure 6. Right-Side Rear — Output Box.

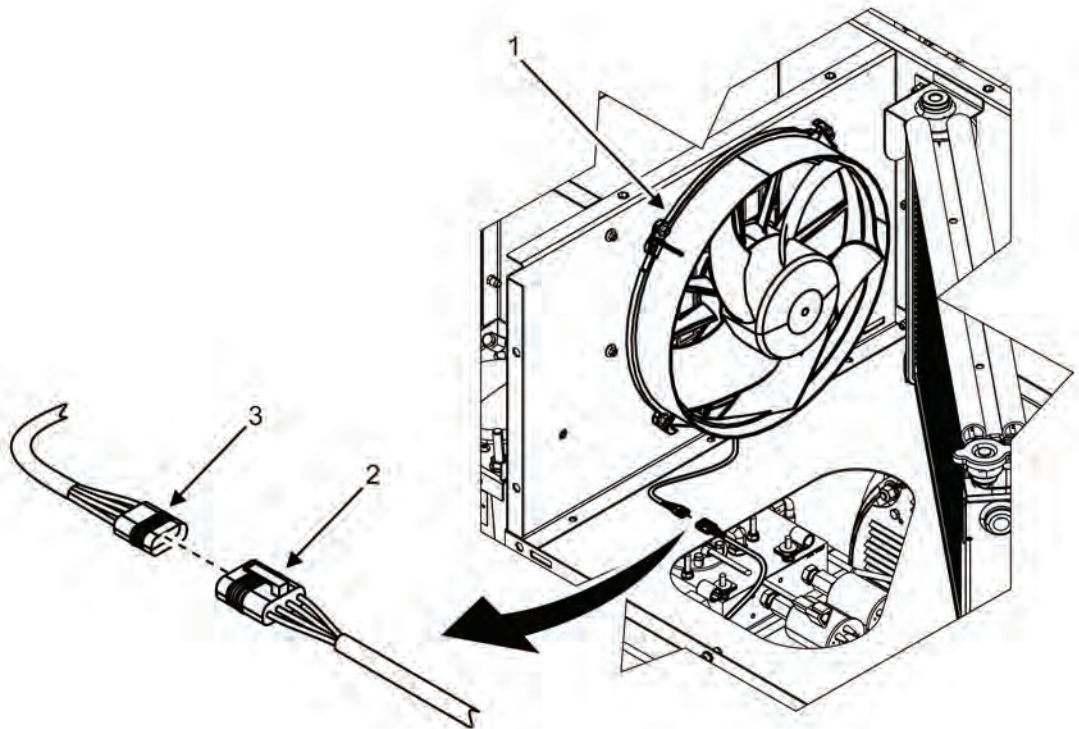


Figure 7. Cooling Fan Connection.

31. Open rear door.
32. Remove connector (P96) (Figure 7, Item 2) from pigtail (Figure 7, Item 3) on cooling fan (Figure 7, Item 1) and allow the connector (Figure 7, Item 2) to pass through the slot in radiator support panel into the rear of the generator set.

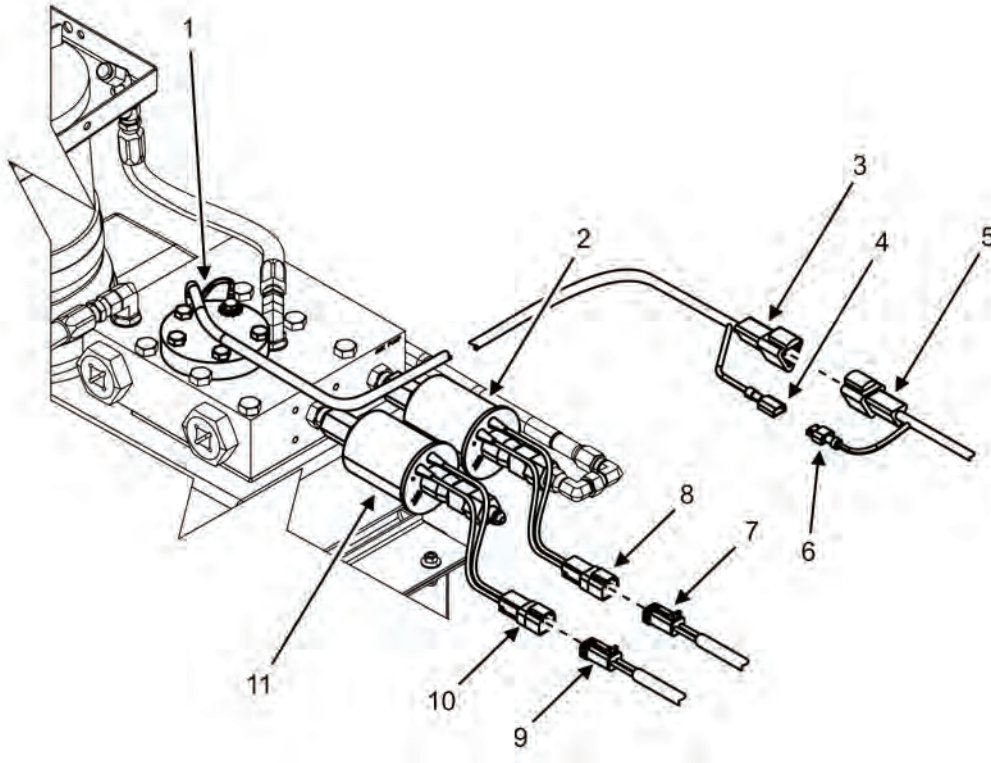


Figure 8. Rear Door — Fuel System.

33. Remove connector (P60) (Figure 8, Item 7) from pigtail (Figure 8, Item 8) on auxiliary fuel pump (Figure 8, Item 2).
34. Remove connector (P70) (Figure 8, Item 5) from pigtail (Figure 8, Item 3) on fuel level sender (Figure 8, Item 1). Remove terminal connector (Figure 8, Item 6) from terminal connector (Figure 8, Item 4) on pigtail (Figure 8, Item 3) of fuel level sender (Figure 8, Item 1).
35. Remove connector (P65) (Figure 8, Item 9) from pigtail (Figure 8, Item 10) on main fuel pump (Figure 8, Item 11).
36. Remove connector (P5A) (Figure 9, Item 5) from relay panel (Figure 9, Item 1).
37. Remove connector (P5B) (Figure 9, Item 4) from relay panel (Figure 9, Item 1).
38. Remove connector (P5C) (Figure 9, Item 3) from relay panel (Figure 9, Item 1).
39. Remove connector (P5D) (Figure 9, Item 2) from relay panel (Figure 9, Item 1).
40. Reposition boot (Figure 10, Item 11) on wire (Figure 10, Item 3) to expose nut (Figure 10, Item 4) on intake air heater relay (Figure 10, Item 1).
41. Remove nut (Figure 10, Item 4), lock washer (Figure 10, Item 5), and wire (Figure 10, Item 3) from intake air heater relay (Figure 10, Item 1).

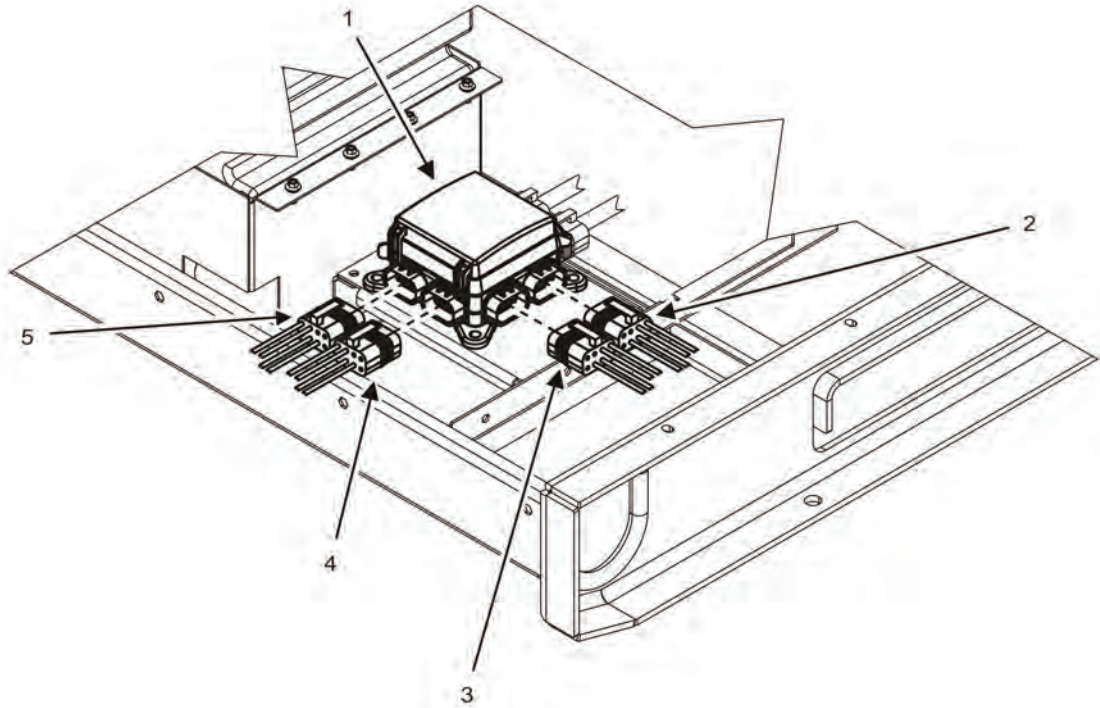


Figure 9. Rear Door — Relay Panel.

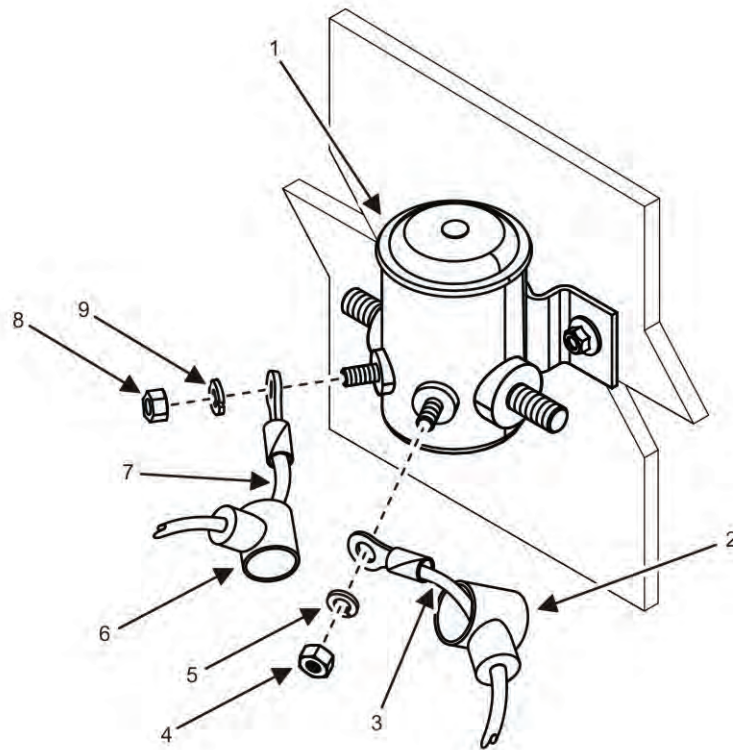


Figure 10. Intake Air Heater Solenoid.

42. Reposition boot (Figure 10, Item 6) on wire (Figure 10, Item 7) to expose nut (Figure 10, Item 8) on intake air heater relay (Figure 10, Item 1).
43. Remove nut (Figure 10, Item 8), lock washer (Figure 10, Item 9), and wire (Figure 10, Item 7) from intake air heater relay (Figure 10, Item 1).

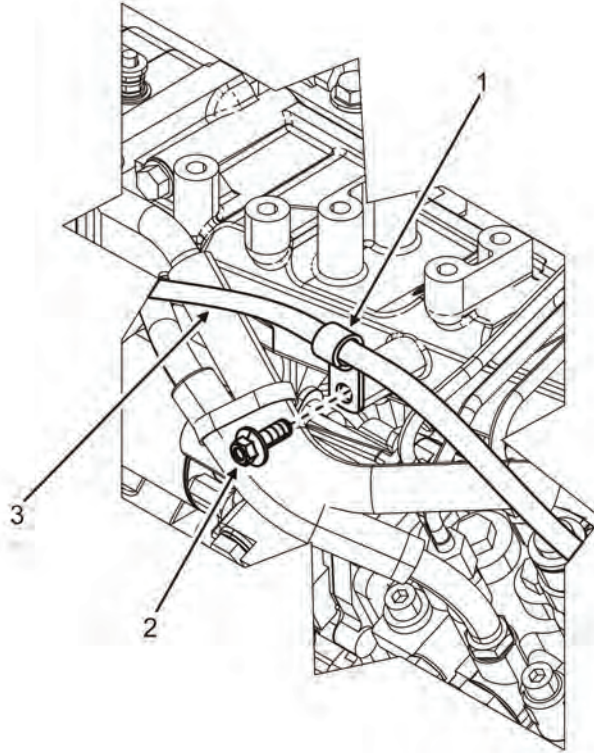


Figure 11. Loop Clamps.

NOTE

In addition to various electrical connectors, the engine wiring harness is attached to the engine in multiple places by loop clamps. The loop clamps must be removed from their mounting points before the engine wiring harness can be removed from the generator set.

Engine mounted loop clamps are secured in the same manner using a mounting screw and washer mounted to an engine boss.

Loop clamp at mounting bracket is secured by a second nut instead of a mounting screw.

44. Locations of the loop clamps are as follows:
 - a. Exhaust side of engine below starter
 - b. Intake side of engine at intake manifold
 - c. Intake side of manifold below engine speed sensor
 - d. Rear of output box
 - e. Winterization kit mounting bracket (if applicable)
45. Locate loop clamps (Figure 11, Item 1) securing engine wiring harness (Figure 11, Item 3) to the engine and generator set.

46. Remove mounting screw (Figure 11, Item 2) or nut that secures each loop clamp (Figure 11, Item 1) to its mounting location on generator set. Leave clamps attached to wiring harness.
47. Remove engine wiring harness (Figure 1) from unit skid being careful not to entangle harness leads on unit components.
48. Remove loop clamps (Figure 11, Item 1) from engine wiring harness (Figure 1).

END OF TASK

Inspect Engine Wiring Harness

1. Inspect engine wiring harness (Figure 1) for damaged connectors and sheathing if engine wiring harness (Figure 1) is to be reused.
2. Replace damaged connectors. See Repair Electrical Connectors (WP 0095, General Maintenance).
3. Replace damaged sheathing as required.

END OF TASK

Install Engine Wiring Harness

1. Position engine wiring harness (Figure 1) to its approximate mounting location in unit skid, spreading branches of engine wiring harness (Figure 1) close to their points of installation.
2. Position loop clamps (Figure 11, Item 1) on engine wiring harness (Figure 1) at approximate mounting locations.
3. Position loop clamps (Figure 11, Item 1) to mounting bosses on engine at the following locations:
 - a. Intake manifold
 - b. Below engine speed sensor
 - c. Below starter
 - d. On winterization kit bracket (if applicable)
 - e. On rear of output box
4. Secure loop clamps (Figure 11, Item 1) to each engine boss or generator set panel by installing mounting screw (Figure 11, Item 2) and nut (when applicable) leaving loop clamp (Figure 11, Item 1) loose enough around engine wiring harness (Figure 11, Item 3) to allow engine wiring harness (Figure 11, Item 3) to slide through loop clamp (Figure 11, Item 1).
5. Position wire (Figure 10, Item 7) to air intake heater relay (Figure 10, Item 1) and secure by installing lock washer (Figure 10, Item 9) and nut (Figure 10, Item 8).
6. Position boot (Figure 10, Item 6) on wire (Figure 10, Item 7) to cover nut (Figure 10, Item 8).
7. Position wire (Figure 10, Item 3) to terminal on air intake heater relay (Figure 10, Item 1) and secure by installing lock washer (Figure 10, Item 5) and nut (Figure 10, Item 4).
8. Position boot (Figure 10, Item 2) on wire (Figure 10, Item 3) to cover nut (Figure 10, Item 4).
9. Move to rear door of generator set.
10. Install connector (P5D) (Figure 9, Item 2) to relay panel (Figure 9, Item 1).
11. Install connector (P5C) (Figure 9, Item 3) to relay panel (Figure 9, Item 1).
12. Install connector (P5B) (Figure 9, Item 4) to relay panel (Figure 9, Item 1).
13. Install connector (P5A) (Figure 9, Item 5) to relay panel (Figure 9, Item 1).
14. Install connector (P65) (Figure 8, Item 9) to pigtail (Figure 8, Item 10) of main fuel pump (Figure 8, Item 11).

15. Install connector (P70) (Figure 8, Item 5) to pigtail (Figure 8, Item 3) of fuel level sender (Figure 8, Item 1). Install terminal connector (Figure 8, Item 6) to terminal connector (Figure 8, Item 4) on pigtail (Figure 8, Item 3) of fuel level sender (Figure 8, Item 1).
16. Install connector (P60) (Figure 8, Item 7) to pigtail (Figure 8, Item 8) of auxiliary fuel pump (Figure 8, Item 2).
17. Pull connector (P96) (Figure 7, Item 2) through the slot in radiator support panel up into top rear of the generator set. Install connector (P96) (Figure 7, Item 2) to cooling fan (Figure 7, Item 1).
18. Close rear door.
19. Move to right side of generator set.
20. Push connector (P500) (Figure 6, Item 2) through large slot into output box (Figure 6, Item 1). Install connector (P500) (Figure 6, Item 2) to its mounting location in output box. Secure connector (P500) (Figure 6, Item 2) to output box (Figure 6, Item 1) by installing screw (Figure 6, Item 3).
21. Install two ground wires (Figure 5, Items 6 and 7) to AC generator (Figure 5, Item 1) with bolt (Figure 5, Item 9) and washer (Figure 5, Item 8).
22. Install connectors (P85 and P90) (Figure 5, Items 3 and 4) to AC generator pigtails (Figure 5, Items 2 and 5).
23. Install three wires (Figure 4, Item 9) to rear of dead crank switch (Figure 4, Item 8) using tags installed during removal as a guide.
24. Install three screws (Figure 4, Item 11) and washers (Figure 4, Item 10) to secure three wires (Figure 4, Item 9) to rear of dead crank switch (Figure 4, Item 8).
25. Position dead crank switch (Figure 4, Item 8) to its mounting location on unit skid (Figure 4, Item 7) and secure by installing nut (Figure 4, Item 4) and washers (Figure 4, Items 5 and 6).
26. Reposition winterization kit (Figure 4, Item 3) to its correct mounting location (WP 0025, Remove/Install Winterization Kit Components).
27. Install connector (J20C) (Figure 4, Item 2) to winterization kit electrical connector (Figure 4, Item 1) (if installed).
28. Install connector (P21) (Figure 4, Item 13) to winterization kit fuel pump (Figure 4, Item 12) (if installed).
29. Install two wires (Figure 3, Items 5 and 6), lock washer (Figure 3, Item 8), and bolt (Figure 3, Item 7) to engine.
30. Install connector (P14) (Figure 3, Item 4) to engine speed sensor (Figure 3, Item 9).
31. Install connector (P37) (Figure 3, Item 1) to governor actuator (Figure 3, Item 12).
32. Install connector (P40) (Figure 3, Item 10) to oil pressure sender (Figure 3, Item 11).
33. Install connector (P35) (Figure 3, Item 2) to coolant temperature sender (Figure 3, Item 3).
34. Move to left side of generator set.
35. Install four wires (Figure 2, Items 13, 14, 15, 16), lock washer (Figure 2, Item 12), and nut (Figure 2, Item 11) to main DC circuit breaker.
36. Install battery current sensor (Figure 2, Item 1) to wire (Figure 2, Item 3) with wire tie if removed. Install connector (P5) (Figure 2, Item 2) to battery current sensor (Figure 2, Item 1).
37. Remove nut (Figure 2, Item 10) from D+ stud on back of battery-charging alternator (Figure 2, Item 8) and install wire (P2-P/G-D+) (Figure 2, Item 9) onto D+ stud.
38. Install nut (Figure 2, Item 10) back onto D+ stud on back of battery-charging alternator (Figure 2, Item 8).
39. Install wire (Figure 2, Item 6) to starter (Figure 2, Item 4) with nut (Figure 2, Item 7).
40. Remove nut (Figure 2, Item 5) from upper mounting stud of starter (Figure 2, Item 4) and install wire (S10-2/T107) (Figure 2, Item 3) to upper mounting stud.
41. Install nut (Figure 2, Item 5) back onto upper mounting stud of starter (Figure 2, Item 4).

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42. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
 43. Install DCS (WP 0017, Remove/Install DCS).
 44. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
 45. Install top body panel (WP 0028, Remove/Install Top Body Panel).
 46. Install right-side battery and negative ground cable to right-side battery (WP 0036, Remove/Install Batteries).
 47. Close left-side door.
 48. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 49. Start engine (TM 9-6115-750-10).
 50. Check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
 51. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL POWER WIRING HARNESS

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Harness, power (WP 0154, Repair Parts List, Figure 54, Item 1)

Insulation sleeving (WP 0154, Figure 54, Item 5)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0095, General Maintenance

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Batteries removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL POWER WIRING HARNESS**Remove Power Wiring Harness**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left-side door to expose exhaust side of engine.
3. Locate power wiring harness (Figure 1).

NOTE

Tag/mark all electrical wires prior to removal. Tags will serve as a guide during installation.

4. Reposition boot on wire (G2-GND) (Figure 2, Item 12) at stud of battery-charging alternator (Figure 2, Item 1) to expose nut (Figure 2, Item 11).
5. Remove nut (Figure 2, Item 11) at stud of battery-charging alternator (Figure 2, Item 1) and remove wire (G2-GND) (Figure 2, Item 12).
6. Remove screw (Figure 2, Item 4) and external tooth washer (Figure 2, Item 3) from rear of battery-charging alternator (Figure 2, Item 1) and remove wire (G2-B) (Figure 2, Item 2).

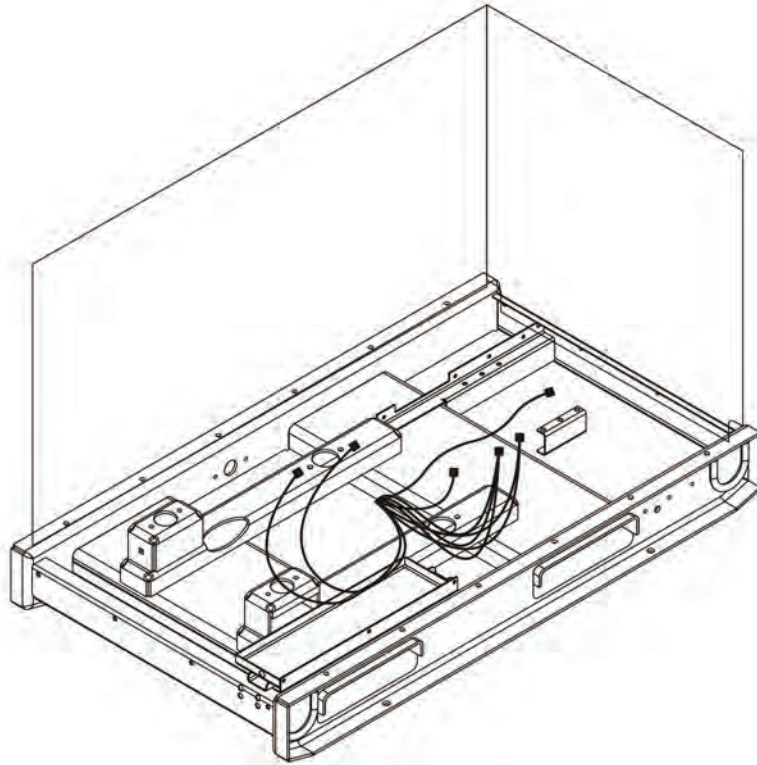


Figure 1. Power Wiring Harness — Location.

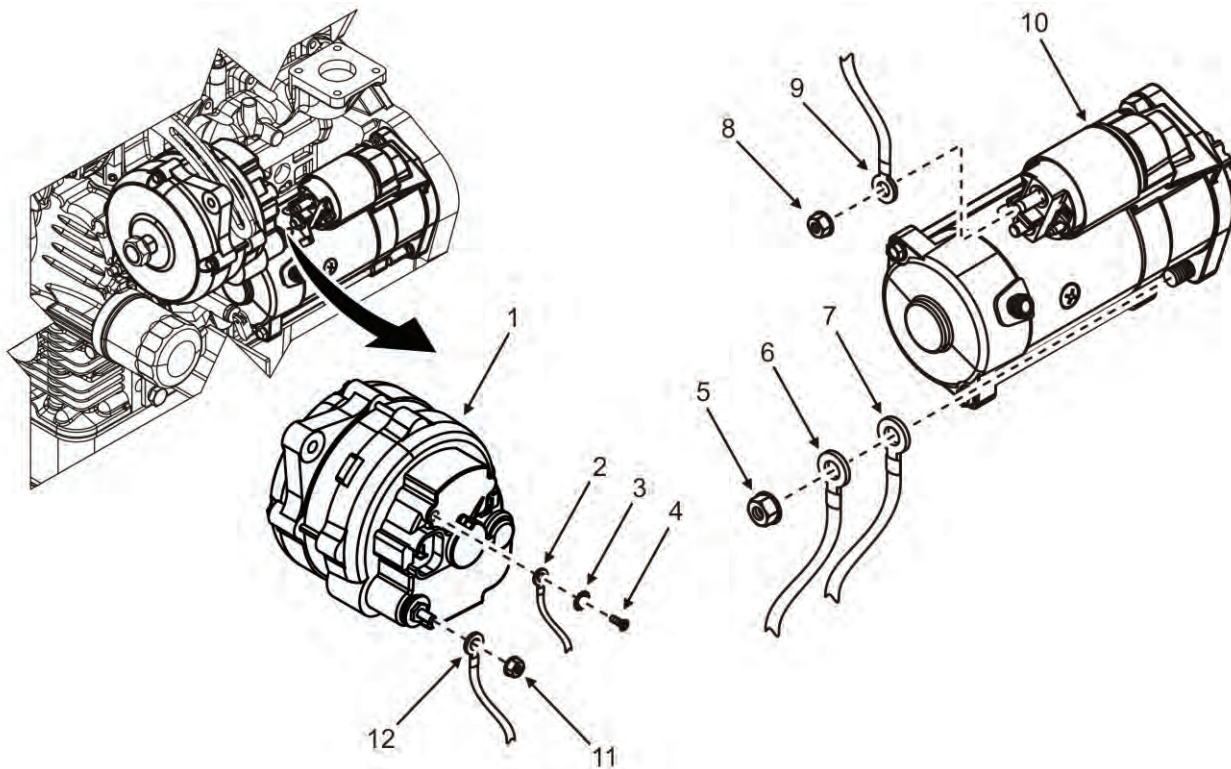


Figure 2. Left-Side Door View.

7. Reposition boot on wire (L4-1) (Figure 2, Item 9) at upper solenoid stud of starter (Figure 2, Item 10) to expose nut (Figure 2, Item 8).
8. Remove nut (Figure 2, Item 8) at upper solenoid stud of starter (Figure 2, Item 10) and remove wire (L4-1) (Figure 2, Item 9).
9. Reposition boot on wire (B-1-(-)) (Figure 2, Item 6) at lower mounting stud of starter (Figure 2, Item 10) to expose nut (Figure 2, Item 5).
10. Remove nut (Figure 2, Item 5) at lower mounting stud of starter (Figure 2, Item 10) and remove two wires (B-1-(-)) (Figure 2, Items 6 and 7).

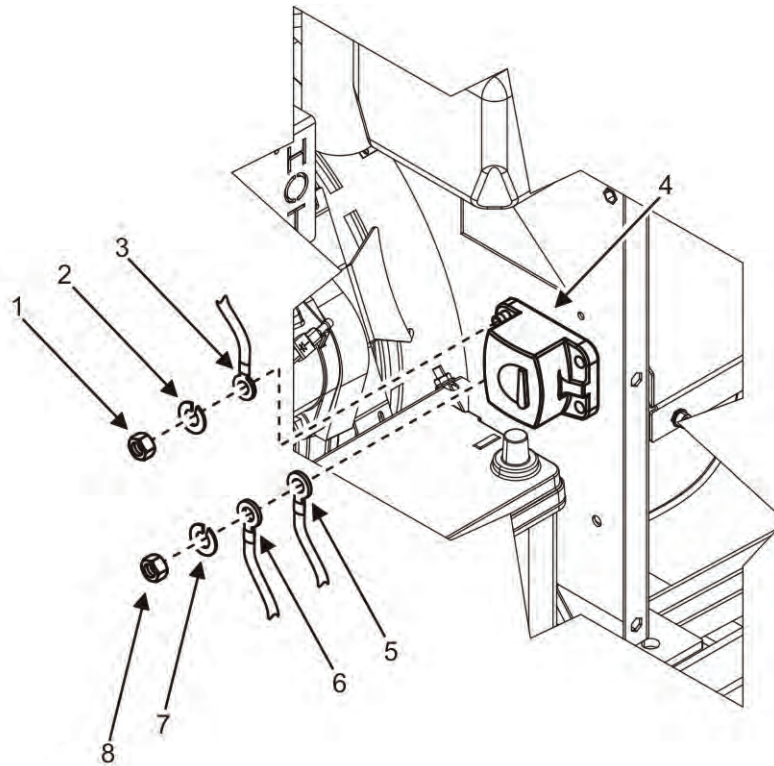


Figure 3. Main DC Circuit Breaker.

11. Reposition boot on wire (CB 201-LINE) (Figure 3, Item 3) at upper terminal (line) of main DC circuit breaker (Figure 3, Item 4) to expose nut (Figure 3, Item 1).
12. Remove nut (Figure 3, Item 1) and lock washer (Figure 3, Item 2) at upper terminal (line) of main DC circuit breaker (Figure 3, Item 4) and remove wire (CB 201-LINE) (Figure 3, Item 3).
13. Reposition boot on wire (CB 201-LOAD) (Figure 3, Item 6) at lower terminal (load) of main DC circuit breaker (Figure 3, Item 4) to expose nut (Figure 3, Item 8).
14. Remove nut (Figure 3, Item 8) and lock washer (Figure 3, Item 7) at lower terminal (load) of main DC circuit breaker (Figure 3, Item 4) and remove two wires (CB 201-LOAD) (Figure 3, Items 5 and 6).

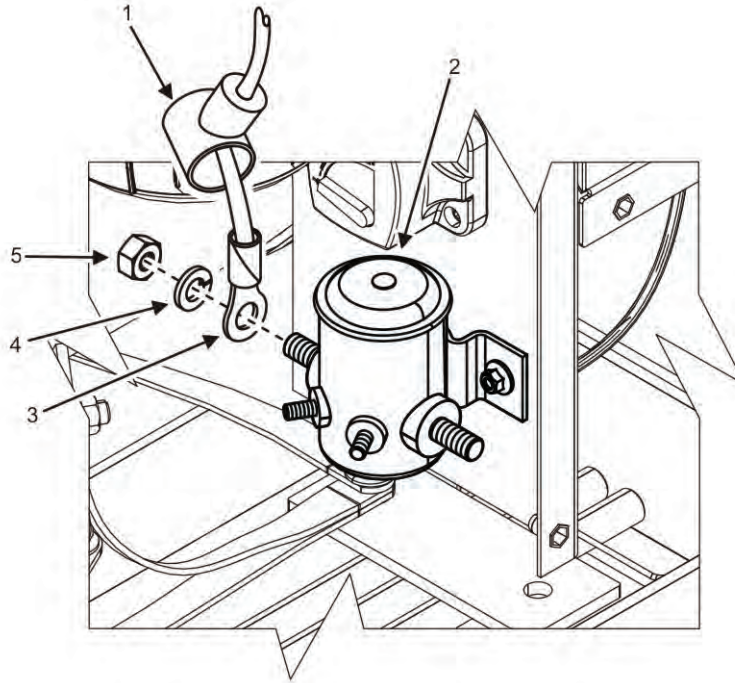


Figure 4. Intake Air Heater Solenoid.

NOTE

Three of the five wires attached to the intake air heater solenoid are from the power wiring harness. For clarity, only one wire is shown in Figure 4. All three electrical wires are removed using the same procedure. Wires are identified by manufacturer's marks applied at the factory. Prior to removal, tag/mark the two terminal posts from which wires will be removed. Tags/markings will be used as a guide at installation.

Wires to be removed in this task are marked "K18-1" and "K18-2."

15. Determine the three wires from the power wiring harness attached to the intake air heater solenoid by using the manufacturer's markings on the wires.
16. Re-position boots (Figure 4, Item 1) and remove two nuts (Figure 4, Item 5) and two lock washers (Figure 4, Item 4) that secure electrical wires (K18-1 and K18-2) (Figure 4, Item 3) to intake air heater solenoid (Figure 4, Item 2) terminal posts.
17. Remove electrical wires (K18-1 and K18-2) (Figure 4, Item 3) from intake air heater solenoid (Figure 4, Item 2) terminal posts.
18. Remove nut (Figure 5, Item 1) and lock washer (Figure 5, Item 2) that secure electrical wire (HTR-(+)) (Figure 5, Item 3) to intake air heater (Figure 5, Item 4).
19. Open rear door.

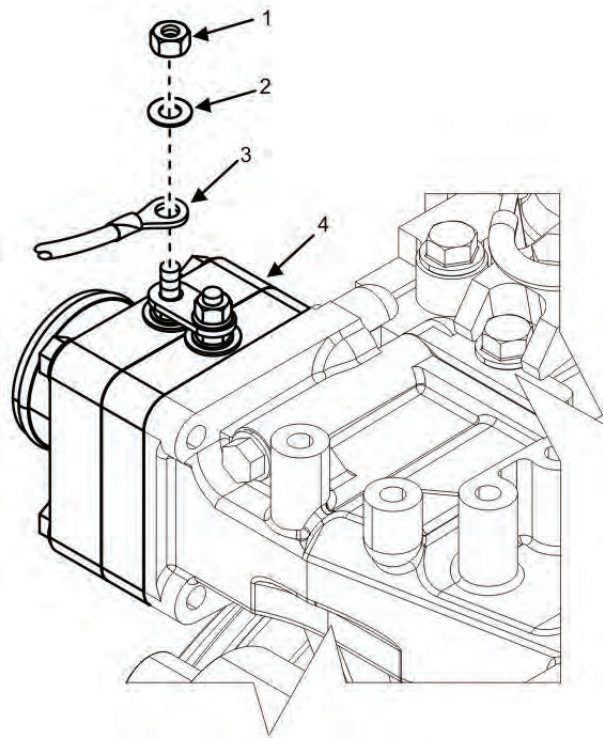


Figure 5. Intake Air Heater.

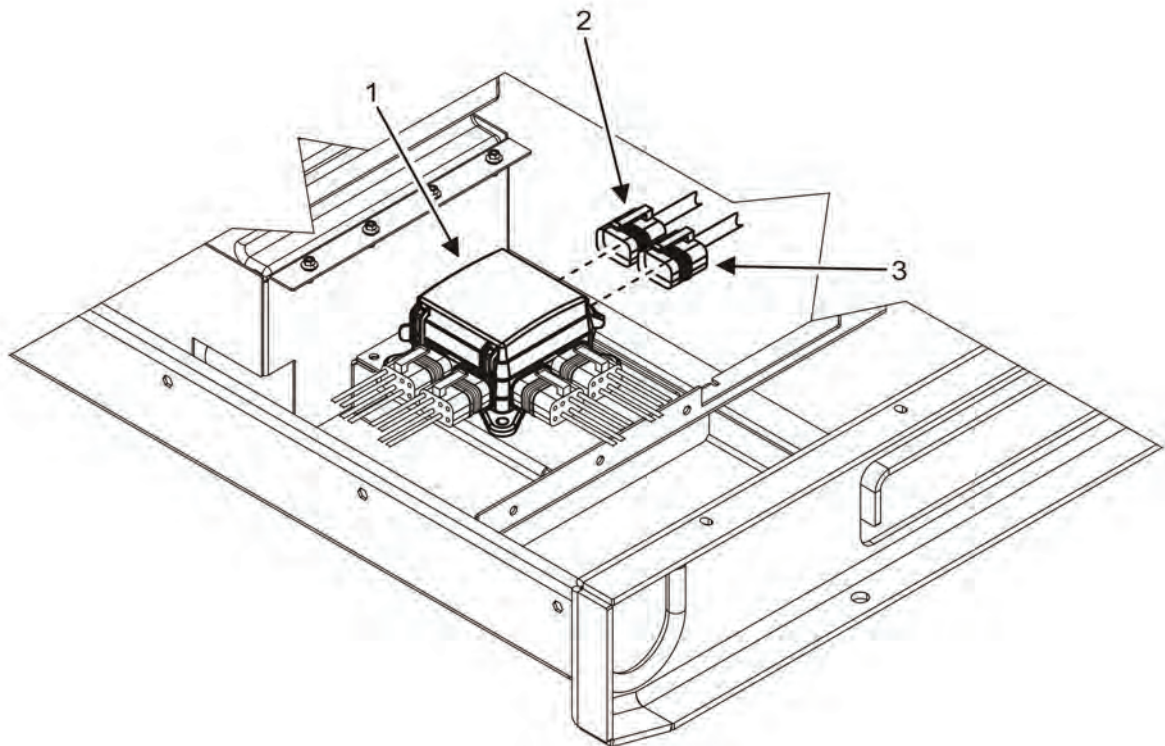


Figure 6. Relay Panel Connectors.

20. Remove connector (P10) (Figure 6, Item 2) from relay panel (Figure 6, Item 1).
21. Remove connector (P11) (Figure 6, Item 3) from relay panel (Figure 6, Item 1).
22. Remove power wiring harness (Figure 1) from unit skid, being careful not to entangle harness leads on unit components.

END OF TASK

Inspect Power Wiring Harness

1. Inspect power wiring harness (Figure 1) for damaged connectors and sheathing if harness is to be reused.
2. Repair damaged electrical connectors (WP 0095, General Maintenance).
3. Replace damaged sheathing as required.

END OF TASK

Install Power Wiring Harness

1. Position power wiring harness (Figure 1) to its approximate mounting location in unit skid, spreading branches of harness close to their points of installation.
2. Move to rear door of generator set.

NOTE

Tags/markings applied to electrical wires during removal should remain in place until all components are installed and equipment is operating properly.

3. Install connector (P11) (Figure 6, Item 3) to relay panel (Figure 6, Item 1).
4. Install connector (P10) (Figure 6, Item 2) to relay panel (Figure 6, Item 1).
5. Close rear door.
6. Position electrical wire (HTR-(+)) (Figure 5, Item 3) to intake air heater (Figure 5, Item 4) and secure by installing lock washer (Figure 5, Item 2) and nut (Figure 5, Item 1).
7. Position wires (K18-1 and K18-2) (Figure 4, Item 3) to mounting locations on intake air heater solenoid (Figure 4, Item 2) using the tags/markings applied during removal as a guide.
8. Secure wires (K18-1 and K18-2) (Figure 4, Item 3) to intake air heater solenoid (Figure 4, Item 2) by installing lock washers (Figure 4, Item 4) and nuts (Figure 4, Item 5).
9. Position wire (CB 201-LINE) (Figure 3, Item 3) to upper terminal of main DC circuit breaker (Figure 3, Item 4) and secure by installing lock washer (Figure 3, Item 2) and nut (Figure 3, Item 1).
10. Reposition boot on wire (CB 201-LINE) (Figure 3, Item 3) to cover nut (Figure 3, Item 1).
11. Position two wires (CB 201-LOAD) (Figure 3, Items 5 and 6) to lower terminal of main DC circuit breaker (Figure 3, Item 4) and secure by installing lock washer (Figure 3, Item 7) and nut (Figure 3, Item 8).
12. Reposition boot on wire (CB 201-LOAD) (Figure 3, Item 6) to cover nut (Figure 3, Item 8).
13. Install two wires (B-1-(-)) (Figure 2, Items 6 and 7) to lower mounting stud of starter (Figure 2, Item 10) and secure by installing nut (Figure 2, Item 5).
14. Reposition boot on wire (B-1-(-)) (Figure 2, Item 6) to cover nut (Figure 2, Item 5) on lower mounting stud of starter (Figure 2, Item 10).

-
15. Install wire (L4-1) (Figure 2, Item 9) to upper solenoid stud of starter (Figure 2, Item 10) and secure by installing nut (Figure 3, Item 8).
 16. Reposition boot on wire (L4-1) (Figure 2, Item 9) to cover nut (Figure 2, Item 8) on upper solenoid stud of starter (Figure 2, Item 10).
 17. Install wire (G2-B) (Figure 2, Item 2) to rear of battery-charging alternator (Figure 2, Item 1), and secure by installing external tooth washer (Figure 2, Item 3) and screw (Figure 2, Item 4).
 18. Install wire (G2-GND) (Figure 2, Item 12) to stud of battery-charging alternator (Figure 2, Item 1), and secure by installing nut (Figure 2, Item 11).
 19. Reposition boot on wire (G2-GND) (Figure 2, Item 12) to cover nut (Figure 2, Item 11) on stud of battery-charging alternator (Figure 2, Item 1).
 20. Close left-side door.
 21. Install batteries (WP 0036, Remove/Install Batteries).
 22. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 23. Start engine and check for proper operation (TM 9-6115-750-10).
 24. Repair as required.
 25. Remove all temporary identification tags applied to electrical components.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL 50/60 HZ AC GENERATOR ASSEMBLY

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB (WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Cable, tie (2) (WP 0123, Repair Parts List, Figure 23, Item 37)

Generator assembly, 10 KW, 50/60 Hz (WP 0123, Figure 23, Item 1)

Isolator, vibration, generator mount (2) (WP 0122, Repair Parts List, Figure 22, Item 4)

Nut, hexagon (2) (WP 0122, Figure 22, Item 1)

Washer, 3/8, ext tooth (2) (WP0153, Repair Parts List, Figure 53, Item 77)

Washer, lock (4) (WP 0123, Figure 23, Item 20)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Distilled water (WP 0163, Item 18)

Fuel, diesel, DF-2 (WP 0163, Item 20)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Penetrating oil (WP 0163, Item 30)

Rag, wiping (WP 0163, Item 32)

Strap, tie-down (WP 0163, Item 35)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (2)

References

WP 0058, Remove/Install Voltage Selection Switch

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel).

DCS removed (WP 0017, Remove/Install DCS)

Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Right-side body panel removed (WP 0032, Remove/Install Right-Side Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Interior bulkhead panel removed (WP 0033, Remove/Install Interior Body Panels)

Fuel tank removed (WP 0047, Remove/Install Fuel Tank)

Starter removed (WP 0072, Remove/Install Starter)

Engine speed sensor removed (WP 0085, Remove/Install Engine Speed Sensor)

Relay panel removed (WP 0050, Remove/Install Relay Panel)

REMOVE/INSTALL 50/60 HZ AC GENERATOR ASSEMBLY

WARNING

AC generator assembly weighs approximately 252 – 262 lb (114 – 119 kg). Use suitable lifting device with a capacity of at least 1,000 lb (453.6 kg). Do not stand or put arms, legs, or any body part under hoisted load. Failure to comply may cause injury or death to personnel.

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

Remove 50/60 Hz AC Generator Assembly

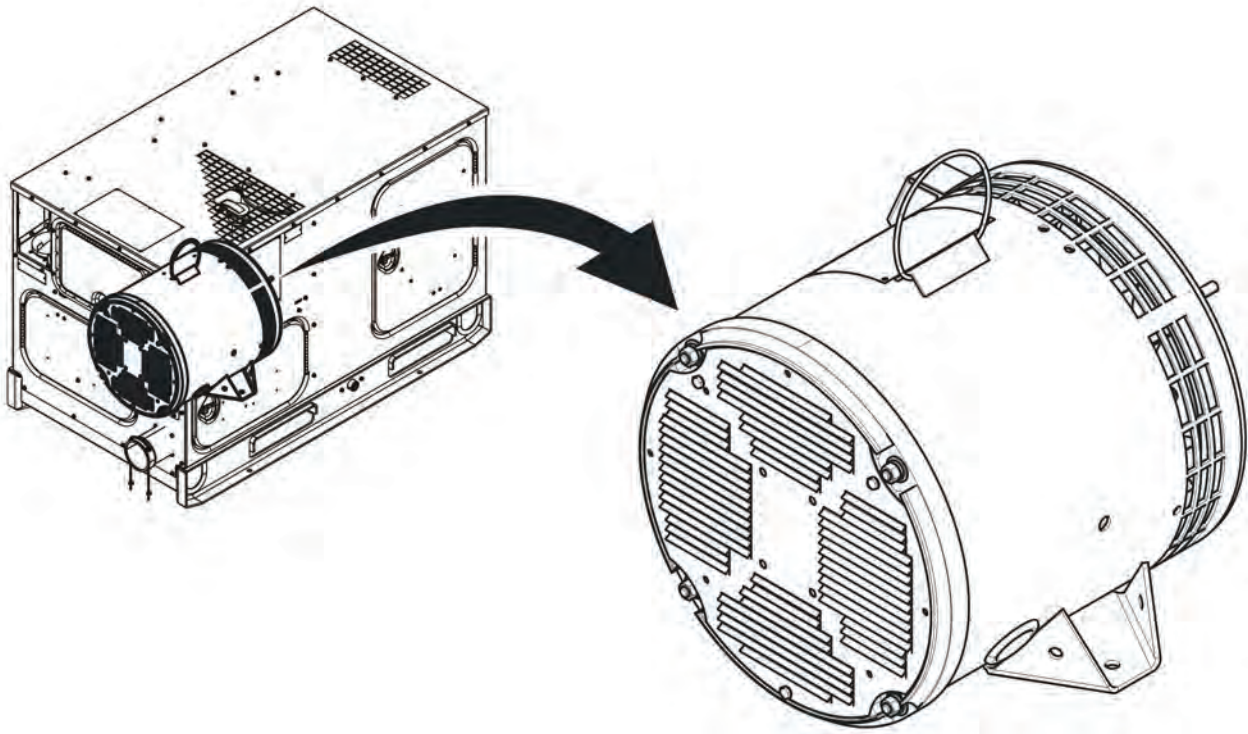


Figure 1. 50/60 Hz AC Generator — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate 50/60 Hz AC generator (Figure 1).

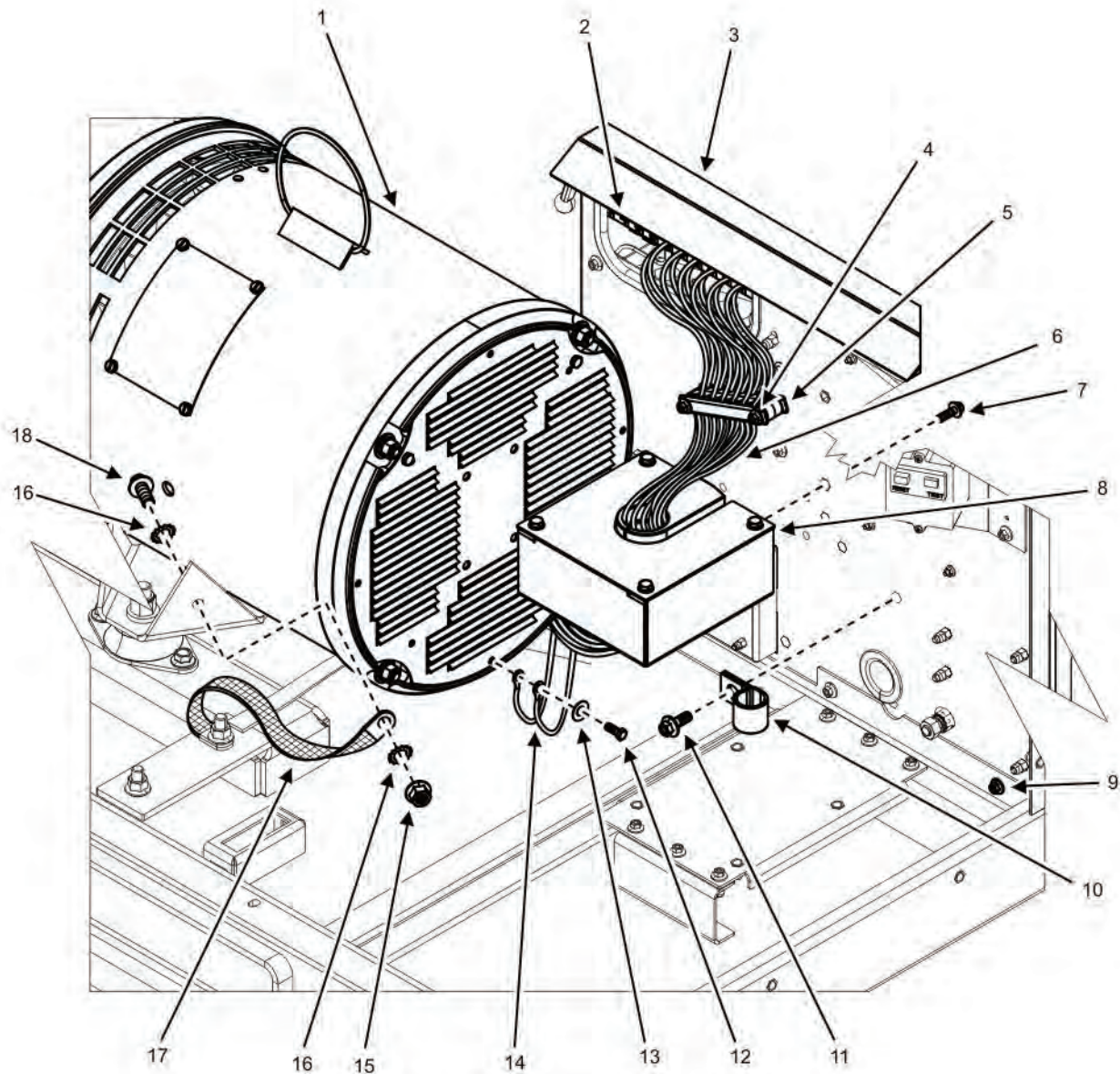


Figure 2. 50/60 Hz AC Generator — Rear.

3. Remove nut (Figure 2, Item 15), two lock washers (Figure 2, Item 16), screw (Figure 2, Item 18), and ground strap (Figure 2, Item 17) from AC generator mounting foot (Figure 2, Item 1). Discard lock washers (Figure 2, Item 16).
4. Remove screw (Figure 2, Item 12) and washer (Figure 2, Item 13) securing two wire leads (Figure 2, Item 14) from rear of AC generator (Figure 2, Item 1). Tag two wire leads (Figure 2, Item 14) for identification at installation.
5. Remove screw (Figure 2, Item 11) and clamp (Figure 2, Item 10) securing 12 voltage selection switch wire leads (Figure 2, Item 6) to rear of output box (Figure 2, Item 3).
6. Remove four screws (Figure 2, Item 7) securing Electromagnetic Interference (EMI) filter (Figure 2, Item 8) to the rear of output box (Figure 2, Item 3).
7. Remove two screws (Figure 2, Item 4) and finger retainers (Figure 2, Item 5) securing 12 voltage selection switch wire leads (Figure 2, Item 6) to rear of output box (Figure 2, Item 3).

NOTE

To assist during installation, tag all electrical wires and connectors prior to removal.

8. Tag and remove 12 voltage selection switch wire leads (Figure 2, Item 6) from voltage selection switch (Figure 2, Item 2) in output box (Figure 2, Item 3) (WP 0058, Remove/Install Voltage Selection Switch).

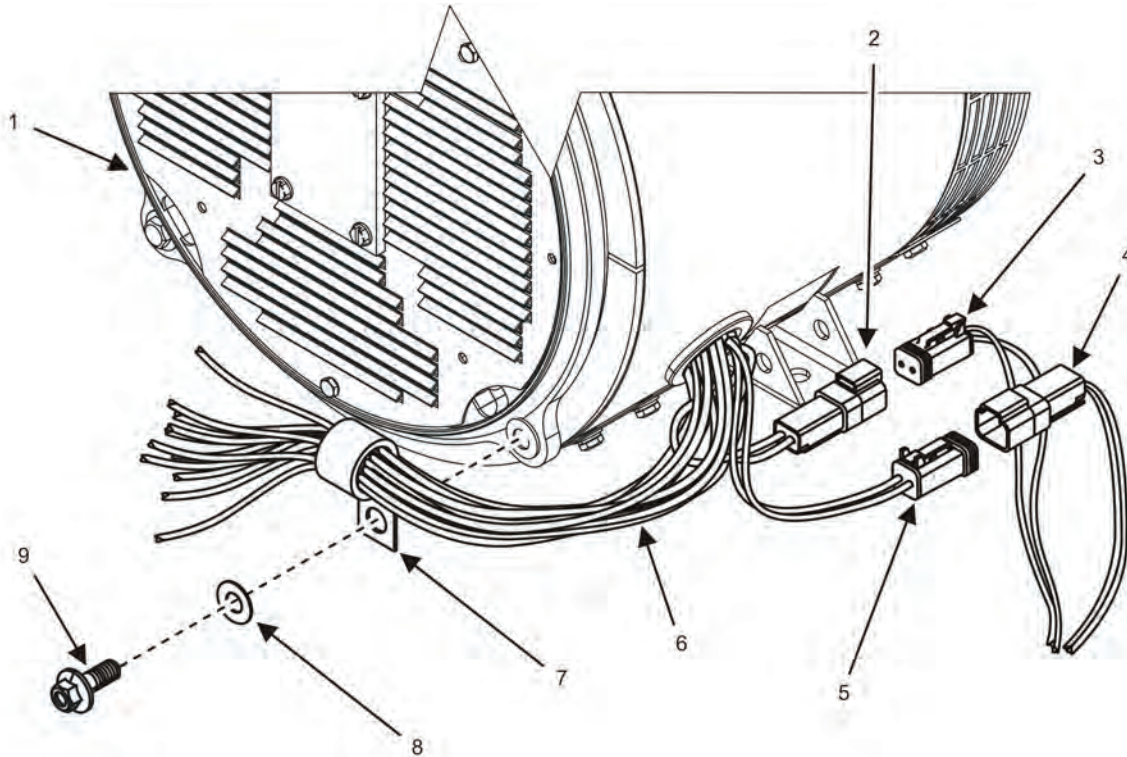


Figure 3. 50/60 Hz AC Generator Wiring — Removal.

9. Remove screw (Figure 3, Item 9), washer (Figure 3, Item 8), and clamp (Figure 3, Item 7) securing 12 voltage selection switch wire leads (Figure 3, Item 6) to AC generator (Figure 3, Item 1).
10. Remove output box (Figure 2, Item 3) by removing two screws (Figure 2, Item 9) from bottom of output box (Figure 2, Item 3).
11. Reposition output box (Figure 2, Item 3) to allow removal of AC generator assembly.
12. Tag and disconnect wiring harness connector P90 (Figure 3, Item 3) from AC generator (Figure 3, Item 1) at female connector (Figure 3, Item 2).
13. Tag and disconnect wiring harness connector P85 (Figure 3, Item 4) from AC generator (Figure 3, Item 1) at male connector (Figure 3, Item 5).
14. Attach suitable lifting device (Figure 4, Item 1) with at least a 1,000-lb (454-kg) capacity to AC generator lift ring (Figure 4, Item 3).
15. Raise lifting device (Figure 4, Item 1) to remove slack in chain/sling (Figure 4, Item 2).
16. Place wooden block (not shown) under engine to support engine when AC generator (Figure 2, Item 1) is removed.

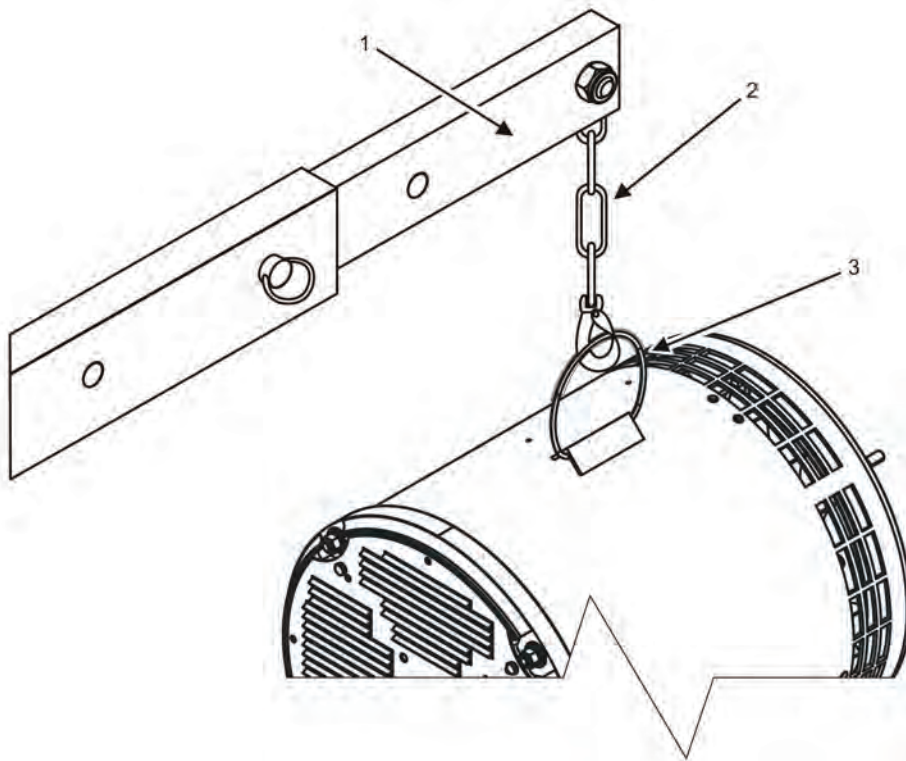


Figure 4. 50/60 Hz AC Generator Lift.

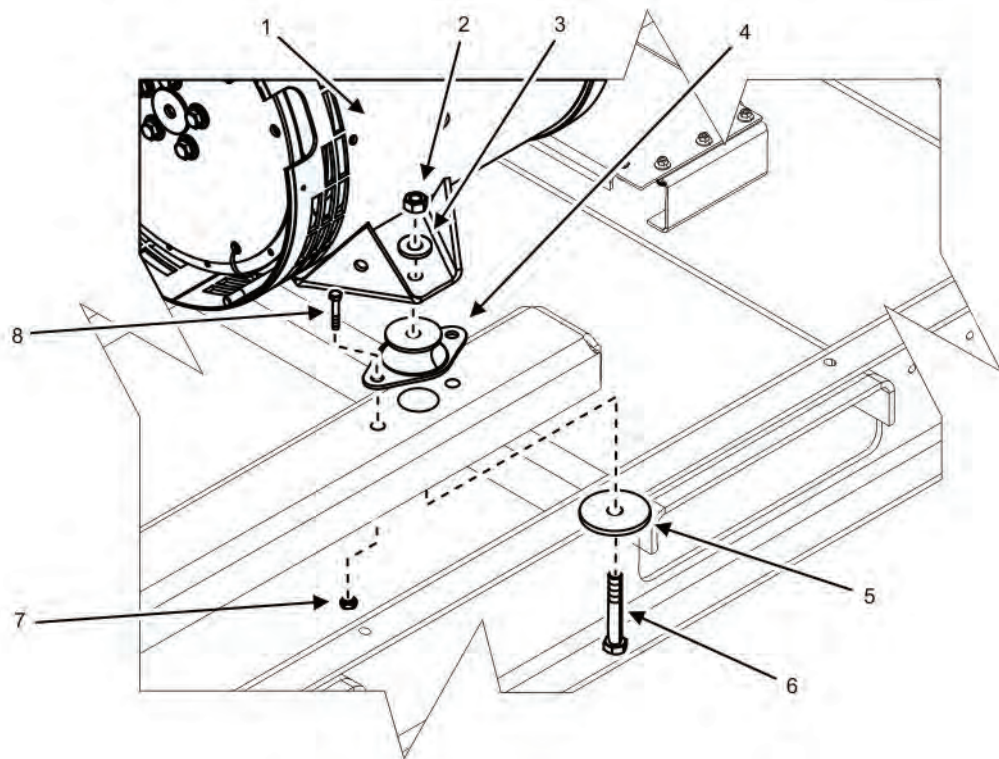


Figure 5. 50/60 Hz AC Generator — Removal.

17. Remove mounting screw (Figure 5, Item 6), snubbing washer (Figure 5, Item 5), flat washer (Figure 5, Item 3), and lock nut (Figure 5, Item 2) securing AC generator (Figure 5, Item 1) to left-side vibration isolator (Figure 5, Item 4). Discard lock nut (Figure 5, Item 2).
18. Remove mounting screw (Figure 5, Item 6), snubbing washer (Figure 5, Item 5), flat washer (Figure 5, Item 3), and lock nut (Figure 5, Item 2) securing AC generator (Figure 5, Item 1) to right-side vibration isolator (Figure 5, Item 4). Discard lock nut (Figure 5, Item 2).
19. Remove four nuts (Figure 6, Item 11), four lock washers (Figure 6, Item 12), and four flat washers (Figure 6, Item 10) securing through-bolts (Figure 6, Item 7) on end bell of AC generator stator (Figure 6, Item 1). Discard lock washers (Figure 6, Item 12).
20. Install two nuts (Figure 6, Item 11) to one through-bolt (Figure 6, Item 7) without washers.
21. Loosen through-bolt (Figure 6, Item 7) by turning inner nut (Figure 6, Item 11) until through-bolt (Figure 6, Item 7) detaches from flywheel housing (Figure 6, Item 6).
22. Repeat steps 19 and 20 for remaining three through-bolts (Figure 6, Item 7).
23. Raise AC generator assembly slightly using the lifting device (Figure 4, Item 1) and remove AC generator stator (Figure 6, Item 1) to expose fan (Figure 6, Item 8), drive plate (Figure 6, Item 4), and engine flywheel (Figure 6, Item 5) connection.
24. Place AC generator stator (Figure 6, Item 1) on a suitable work surface and remove lifting device.

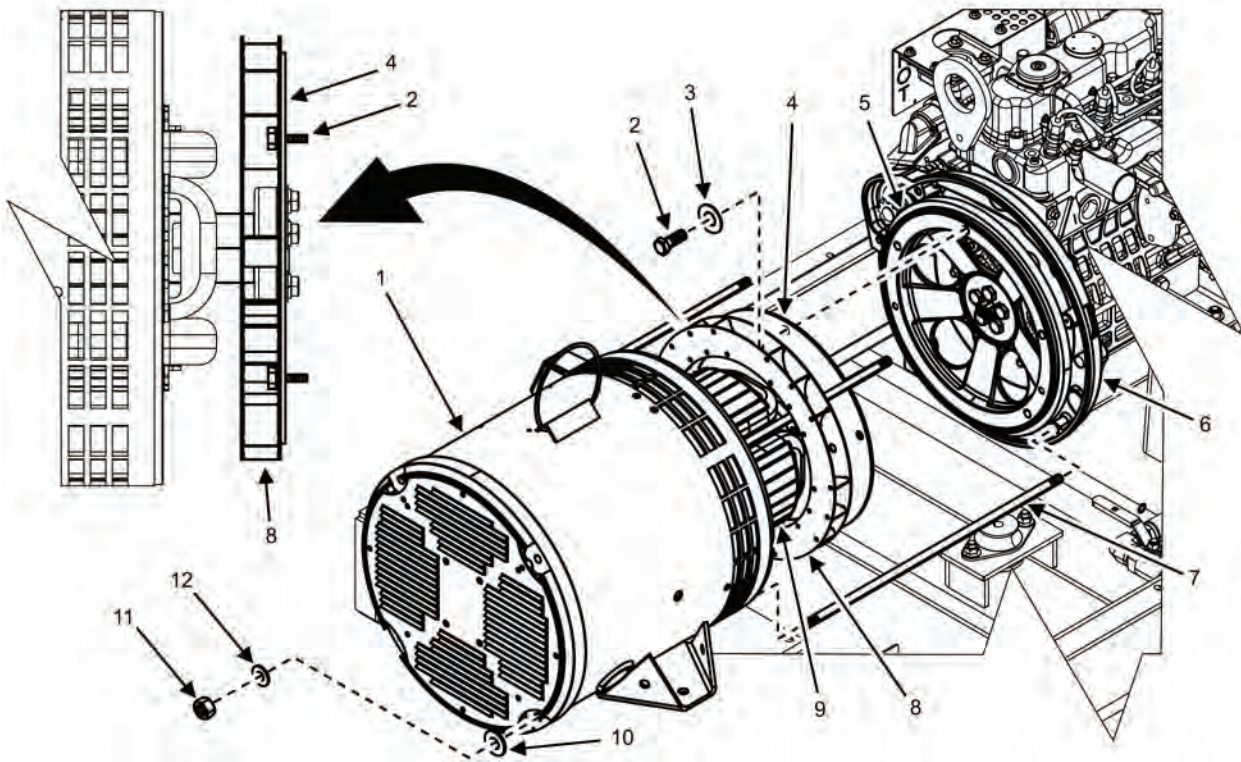


Figure 6. 50/60 Hz AC Generator and Engine Separation.

CAUTION

Proper installation of fan (Figure 6, Item 8) affects cooling air flow. Maintain the orientation of fan (Figure 6, Item 8) and drive plate (Figure 6, Item 4) for proper installation. Use wire ties to maintain the orientation of fan (Figure 6, Item 8) and drive plate (Figure 6, Item 4) in at least two places as screws (Figure 6, Item 2) are removed. Failure to comply may cause damage to equipment.

25. Support AC generator rotor (Figure 6, Item 9) with a wooden block and suitable lifting device at the ball bearing to allow rotation of the AC generator rotor (Figure 6, Item 9).
26. Attach the suitable lifting device to support the AC generator rotor (Figure 6, Item 9) as it is unbolted from the engine.
27. Remove one screw (Figure 6, Item 2) and one washer (Figure 6, Item 3) securing fan (Figure 6, Item 8) and drive plate (Figure 6, Item 4) to engine flywheel (Figure 6, Item 5).
28. Secure fan (Figure 6, Item 8) to drive plate (Figure 6, Item 4) using wire tie to maintain proper orientation of components.
29. Rotate engine harmonic balancer hex cap screw clockwise (viewed from water pump end of engine) using socket and breaker bar to gain access to the remaining four screws (Figure 6, Item 2) and four washers (Figure 6, Item 3) as required.
30. Pull AC generator rotor (Figure 6, Item 9) free of engine using lifting device.

NOTE

If AC generator rotor (Figure 6, Item 9) will not to separate from engine flywheel (Figure 6, Item 5), perform steps 31 through 33. Otherwise, proceed to step 34.

31. Saturate area where engine flywheel (Figure 6, Item 5) and drive plate (Figure 6, Item 4) are connected with penetrating oil.
32. Allow penetrating oil to soak for 1 hr.
33. Strike point of contact between engine flywheel (Figure 6, Item 5) and drive plate (Figure 6, Item 4) using a hammer and brass drift around circumference of engine flywheel (Figure 6, Item 5) until two components break free.

CAUTION

Be aware of generator set components, such as the output box, while maneuvering the AC generator stator (Figure 6, Item 1). Failure to comply may cause damage to equipment.

34. Place AC generator rotor (Figure 6, Item 9) on a suitable work surface.
35. Remove lifting device (Figure 4, Item 1) from AC generator rotor (Figure 6, Item 9).
36. Remove two screws (Figure 5, Item 8) and two nuts (Figure 5, Item 7) securing left-side vibration isolator (Figure 5, Item 4) to skid. Discard vibration isolator (Figure 5, Item 4).
37. Remove two screws (Figure 5, Item 8) and two nuts (Figure 5, Item 7) securing right-side vibration isolator (Figure 5, Item 4) to skid. Discard vibration isolator (Figure 5, Item 4).
38. Remove any remaining vibration isolator (Figure 5, Item 4) residue from mounts with dry cleaning solvent and wiping rag.

CAUTION

AC generator must be transported resting on the end bell. In this position, the rotor cannot slide out of the generator housing. Also, stabilize the rotor within the generator housing to prevent contact between the two components. Failure to comply may cause damage to equipment.

NOTE

Step 39 must be performed only if the 50/60 Hz AC generator assembly is to be returned for repair.

39. Ensure through-bolts (Figure 6, Item 7), flat washers (Figure 6, Item 10), and nuts (Figure 6, Item 11) are returned to the repair facility with the AC generator assembly.

END OF TASK**Inspect 50/60 Hz AC Generator Assembly**

1. Inspect AC generator stator (Figure 6, Item 1) for damage and replace as required.
2. Inspect left and right AC generator mounts on skid for indications of structural weakness. Replace skid as required.
3. Inspect all areas of skid for damage, corrosion, cracks, or other indications of structural weakness. Replace skid as required.
4. Inspect EMI filter (Figure 2, Item 8) for damage and replace as required.

END OF TASK**Replace EMI Filter**

1. Remove four screws (Figure 7, Item 8) and four washers (Figure 7, Item 9) securing box cover (Figure 7, Item 7) to potting box (Figure 7, Item 1).
2. Remove lower isolator (Figure 7, Item 5) by sliding it off 12 wire leads (Figure 7, Item 6).
3. Remove two wire ties (Figure 7, Item 3) securing 12 wiring leads (Figure 7, Item 6). Discard wire ties (Figure 7, Item 3).

CAUTION

Wire leads (Figure 7, Item 6) are individually wrapped 2 turns around the ferrite filter (Figure 7, Item 4). Show caution when removing the 12 wire leads (Figure 7, Item 6) from the ferrite filter (Figure 7, Item 4). Failure to comply may cause damage to equipment.

4. Remove 12 wire leads (Figure 7, Item 6) from ferrite filter (Figure 7, Item 4).
5. Remove upper isolator (Figure 7, Item 2) by sliding it off 12 wire leads (Figure 7, Item 6).
6. Inspect upper isolator (Figure 7, Item 2) and lower isolator (Figure 7, Item 5) for damage and replace as required.
7. Inspect ferrite filter (Figure 7, Item 4) for damage and replace as required.
8. Inspect 12 wire leads (Figure 7, Item 6) for damage and replace AC generator stator (Figure 6, Item 1) as required.

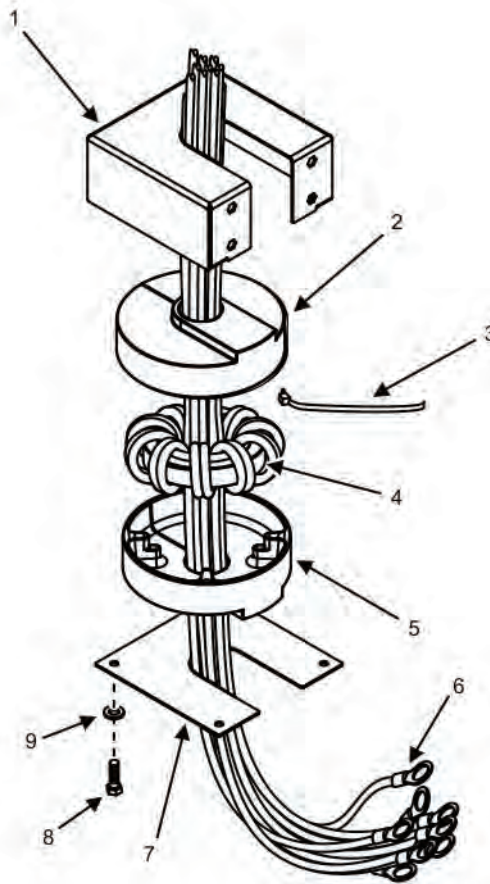


Figure 7. EMI Filter — Replace.

9. Insert 12 wire leads (Figure 7, Item 6) into upper isolator (Figure 7, Item 2).
10. Insert 12 wire leads (Figure 7, Item 6) individually through the center of the ferrite filter (Figure 7, Item 4) and wrap each wire lead (Figure 7, Item 6) two turns clockwise around the ferrite filter (Figure 7, Item 4).
11. Secure 12 wire leads (Figure 7, Item 6) with two new wire ties (Figure 7, Item 3).
12. Insert 12 wire leads (Figure 7, Item 6) into lower isolator (Figure 7, Item 5).
13. Install potting box (Figure 7, Item 1) and box cover (Figure 7, Item 7) and secure with four screws (Figure 7, Item 8) and four washers (Figure 7, Item 9).

END OF TASK

Install 50/60 Hz AC Generator Assembly

1. Clean mounting area, hardware, and surrounding skid area of dirt, debris, and grease using wiping rags and dry cleaning solvent.
2. Dispose of wiping rags IAW local SOP.
3. Apply a thin coat of multipurpose grease to mounting surfaces of drive plate (Figure 6, Item 4), fan (Figure 6, Item 8), and engine flywheel (Figure 6, Item 5) to minimize formation of galvanic corrosion between components.

4. Position new vibration isolators (Figure 5, Item 4) to left- and right-side generator and skid mount.
5. Secure left- and right-side vibration isolators (Figure 5, Item 4) with two screws (Figure 5, Item 8) and two nuts (Figure 5, Item 7) to skid. Tighten screws (Figure 5, Item 8) to 35 – 42 ft/lb (48 – 57 Nm).

NOTE

Step 6 must be performed only if a new or refurbished AC generator is being installed.

6. Remove any material used to prevent the rotor from contacting the generator housing during shipment.
7. Attach suitable lifting device (Figure 4, Item 1) with chain/sling (Figure 4, Item 2) to lift ring (Figure 4, Item 3) of AC generator rotor (Figure 6, Item 9).
8. Position AC generator rotor (Figure 6, Item 9) to its approximate mounting location on unit skid.
9. Align AC generator rotor (Figure 6, Item 9) with engine flywheel (Figure 6, Item 5).
10. Rotate engine harmonic balancer hex cap screw clockwise (as viewed from water pump end of engine) using socket and breaker bar to align mounting holes in drive plate (Figure 6, Item 4), fan (Figure 6, Item 8), and engine flywheel (Figure 6, Item 5) to allow installation of screw (Figure 6, Item 2).

NOTE

Installation of the first screw (Figure 6, Item 2) to secure fan (Figure 6, Item 8), drive plate (Figure 6, Item 4), and flywheel (Figure 6, Item 5) is much easier if washer (Figure 6, Item 3) is not included. After the remaining four mounting screws (Figure 6, Item 2) with washers (Figure 6, Item 3) are installed, remove the initial screw (Figure 6, Item 2) and re-install with washer (Figure 6, Item 1) in place.

11. Install one screw (Figure 6, Item 2) and washer (Figure 6, Item 3) finger-tight to secure drive plate (Figure 6, Item 4), fan (Figure 6, Item 8), and engine flywheel (Figure 6, Item 5) in the proper orientation.
12. Continue to rotate crankshaft to position the remaining mounting holes one at a time in the AC generator drive plate (Figure 6, Item 4), fan (Figure 6, Item 8), and engine flywheel (Figure 6, Item 5).
13. Cut and discard wire ties installed during removal procedure to maintain orientation of drive plate (Figure 6, Item 4), fan (Figure 6, Item 8), and engine flywheel (Figure 6, Item 5) as they are presented.
14. Install remaining four screws (Figure 6, Item 2) and four washers (Figure 6, Item 3) finger-tight.
15. Torque screws (Figure 6, Item 2) to 39 – 46 ft/lb (53 – 63 Nm).
16. Support AC generator rotor (Figure 6, Item 9) at ball bearing using a wooden block and remove the lifting device.
17. Attach a suitable lifting device to AC generator stator (Figure 6, Item 1), and position AC generator stator (Figure 6, Item 1) to AC generator rotor (Figure 6, Item 9).
18. Slide AC generator stator (Figure 6, Item 1) toward engine to completely cover AC generator rotor (Figure 6, Item 9).
19. Lower AC generator (Figure 5, Item 1) slowly, using lifting device (Figure 4, Item 1), until mounting holes on AC generator mounts align with mounting holes on vibration isolators (Figure 5, Item 4).
20. Insert mounting screw (Figure 5, Item 6) with snubbing washer (Figure 5, Item 5) through new vibration isolators (Figure 5, Item 4) on generator skid mounts to align mounting holes.
21. Install flat washers (Figure 5, Item 3) and nuts (Figure 5, Item 2) to generator mounting screws (Figure 5, Item 6) loosely.
22. Install two nuts (Figure 6, Item 11) to one through-bolt (Figure 6, Item 7).

23. Install through-bolt (Figure 6, Item 7) through AC generator stator (Figure 6, Item 1) by turning outer nut (Figure 6, Item 11) until through-bolt (Figure 6, Item 7) secures generator housing to flywheel housing (Figure 6, Item 6).
24. Remove two nuts (Figure 6, Item 11) from through-bolt (Figure 6, Item 7) once installed to flywheel housing (Figure 6, Item 6).
25. Repeat steps 21 through 23 to install remaining three through-bolts (Figure 6, Item 7).
26. Install nut (Figure 6, Item 11), new lock washer (Figure 6, Item 12), and flat washer (Figure 6, Item 10) to four through-bolts (Figure 6, Item 7).
27. Torque four nuts (Figure 6, Item 11) to 27-30 ft/lb (36-40 Nm).
28. Remove supporting block (not shown) from under engine.
29. Tighten two lock nuts (Figure 5, Item 2) installed in step 20 to a torque value of 68 – 82 ft/lb (92 – 112 Nm).
30. Remove lifting device (Figure 4, Item 1) from AC generator assembly.
31. Reposition output box (Figure 2, Item 3) onto unit skid, and secure by installing two screws (Figure 2, Item 9) into two captive nuts.

NOTE

Use tags applied to electrical wires and connectors during removal to aide in installation. Identification tags should remain in place until generator is completely reassembled and has been tested for proper operation.

32. Apply a thin coat of electrically conductive grease to all electrical connections prior to installation.
33. Insert 12 voltage selection switch wire leads (Figure 2, Item 6) into rear of output box (Figure 2, Item 3) near voltage selection switch (Figure 2, Item 2).
34. Connect 12 voltage selection switch wire leads (Figure 2, Item 6) to voltage selection switch (Figure 2, Item 2) in output box (Figure 2, Item 3) (WP 0058, Remove/Install Voltage Selection Switch).
35. Secure 12 voltage selection switch wire leads (Figure 2, Item 6) to rear of AC generator (Figure 3, Item 1) by installing screw (Figure 3, Item 9), washer (Figure 3, Item 8), and clamp (Figure 3, Item 7).
36. Connect wiring harness connector P85 (Figure 3, Item 4) to AC generator (Figure 3, Item 1) at male connector (Figure 3, Item 5).
37. Connect wiring harness connector P90 (Figure 3, Item 3) to AC generator (Figure 3, Item 1) at female connector (Figure 3, Item 2).
38. Secure ground strap (Figure 2, Item 17) to AC generator mounting foot (Figure 2, Item 1) by installing screw (Figure 2, Item 18) and two new lock washers (Figure 2, Item 16), and nut (Figure 2, Item 15).
39. Torque nut (Figure 2, Item 15) to 27-30 ft/lb (36-40 Nm).
40. Install two wire leads (Figure 2, Item 14) to rear of AC generator (Figure 2, Item 1) using tags installed at removal as a guide.
41. Secure wire leads (Figure 2, Item 14) to rear of AC generator (Figure 2, Item 1) by installing screw (Figure 2, Item 12) and washer (Figure 2, Item 13).
42. Tighten screw (Figure 2, Item 12) to 20 in/lb (20.5 Nm).
43. Install 12 voltage selection switch wire leads (Figure 2, Item 6) to two finger retainers (Figure 2, Item 5) and secure finger retainers (Figure 2, Item 5) to rear of output box (Figure 2, Item 3) by installing two screws (Figure 2, Item 4).
44. Install EMI filter (Figure 2, Item 8) to rear of output box (Figure 2, Item 3) by installing four screws (Figure 2, Item 7).

-
45. Install clamp (Figure 2, Item 10) securing 12 voltage selection switch wire leads (Figure 2, Item 6) to rear of output box (Figure 2, Item 3) and secure by installing screw (Figure 2, Item 11).
 46. Install relay panel (WP 0050, Remove/Install Relay Panel).
 47. Install and adjust engine speed sensor (WP 0085, Remove/Install Engine Speed Sensor).
 48. Install starter (WP 0072, Remove/Install Starter).
 49. Install fuel tank (WP 0047, Remove/Install Fuel Tank).
 50. Install interior body panels (WP 0033, Remove/Install Interior Body Panels).
 51. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
 52. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
 53. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
 54. Install front body panel (WP 0029, Remove/Install Front Body Panel).
 55. Install DCS (WP 0017, Remove/Install DCS).
 56. Install top body panel (WP 0028, Remove/Install Top Body Panel).
 57. Connect negative battery cable (WP 0036, Remove /Install Batteries).
 58. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 59. Start engine, check for proper operation, and repair as required (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
 60. Check all fluid levels and fill as required (TM 9-6115-750-10).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL 400 HZ AC GENERATOR ASSEMBLY

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Cable, tie (2) (WP 0124, Repair Parts List, Figure 24, Item 31)

Generator assembly, 10 KW, 400 Hz (WP 0124, Figure 24, Item 1)

Isolator, vibration, generator mount (2) (WP 0122, Repair Parts List, Figure 22, Item 4)

Nut, hexagon (2) (WP 0122, Figure 22, Item 1)

Washer, lock (WP 0124, Figure 24, Item 13)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Distilled water (WP 0163, Item 18)

Fuel, diesel, DF-2 (WP 0163, Item 20)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Penetrating oil (WP 0163, Item 30)

Rag, wiping (WP 0163, Item 32)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (2)

References

WP 0058, Remove/Install Voltage Selection Switch

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Negative battery cable disconnected (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

DCS removed (WP 0017, Remove/Install DCS)

Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Right-side body panel removed (WP 0032, Remove/Install Right-Side Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Interior bulkhead panel removed (WP 0033, Remove/Install Interior Body Panels)

Fuel tank removed (WP 0047, Remove/Install Fuel Tank)

Engine speed sensor removed (WP 0085, Remove/Install Engine Speed Sensor)

Relay panel removed (WP 0050, Remove/Install Relay Panel)

REMOVE/INSTALL 400 HZ AC GENERATOR ASSEMBLY (UOC 98H)

WARNING

AC generator assembly weighs approximately 252 – 262 lb (114 – 119 kg). Use suitable lifting device with a capacity of at least 1,000 lb (453.6 kg). Do not stand or put arms, legs, or any body part under hoisted load. Failure to comply may cause injury or death to personnel.

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

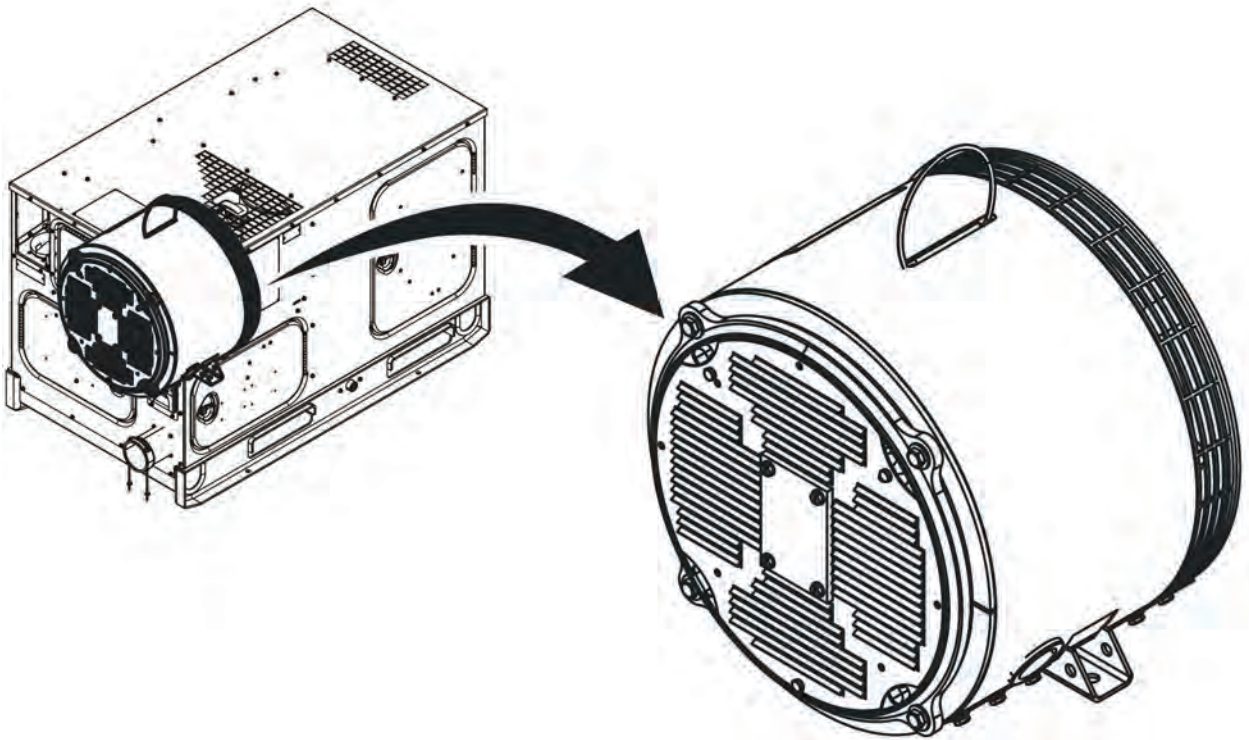
Remove 400 Hz AC Generator Assembly

Figure 1. 400 Hz AC Generator — Location.

NOTE

To assist during installation, tag all electrical wires and connectors prior to removal.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate AC generator (Figure 1).

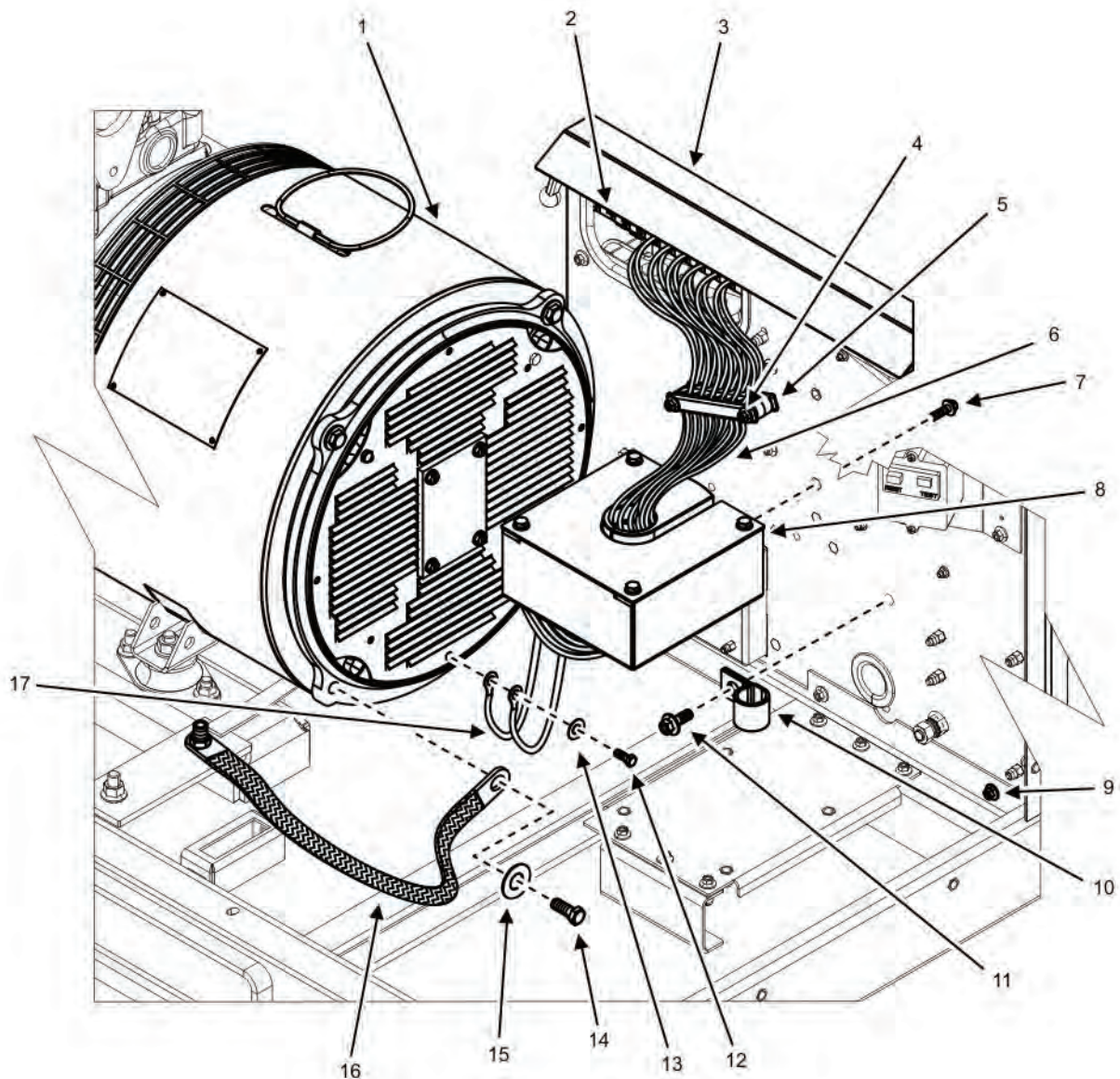


Figure 2. 400 Hz AC Generator — Rear.

3. Remove screw (Figure 2, Item 14), washer (Figure 2, Item 15), and ground strap (Figure 2, Item 16) from rear of AC generator (Figure 2, Item 1).
4. Remove screw (Figure 2, Item 12) and washer (Figure 2, Item 13) securing two wire leads (Figure 2, Item 17) from rear of AC generator (Figure 2, Item 1). Tag two wire leads (Figure 2, Item 17) for identification at installation.
5. Remove two screws (Figure 2, Item 4) and two finger retainers (Figure 2, Item 5) that secure 12 voltage selection switch wires (Figure 2, Item 6) to rear of output box (Figure 2, Item 3).
6. Remove screw (Figure 2, Item 11) and clamp (Figure 2, Item 10) that secures 12 voltage selection switch wires (Figure 2, Item 6) to rear of output box (Figure 2, Item 3).
7. Remove four screws (Figure 2, Item 7) securing Electromagnetic Interference (EMI) filter (Figure 2, Item 8) to the rear of output box (Figure 2, Item 3).

8. Tag and remove 12 voltage selection switch wires (Figure 2, Item 6) from AC generator (Figure 2, Item 1) at voltage selection switch (Figure 2, Item 2) in output box (Figure 2, Item 3) (WP 0058, Remove/Install Voltage Selection Switch).
9. Loosen output box (Figure 2, Item 3) by removing two screws (Figure 2, Item 9) from captive nuts.
10. Reposition output box (Figure 2, Item 3) to allow removal of AC generator assembly.

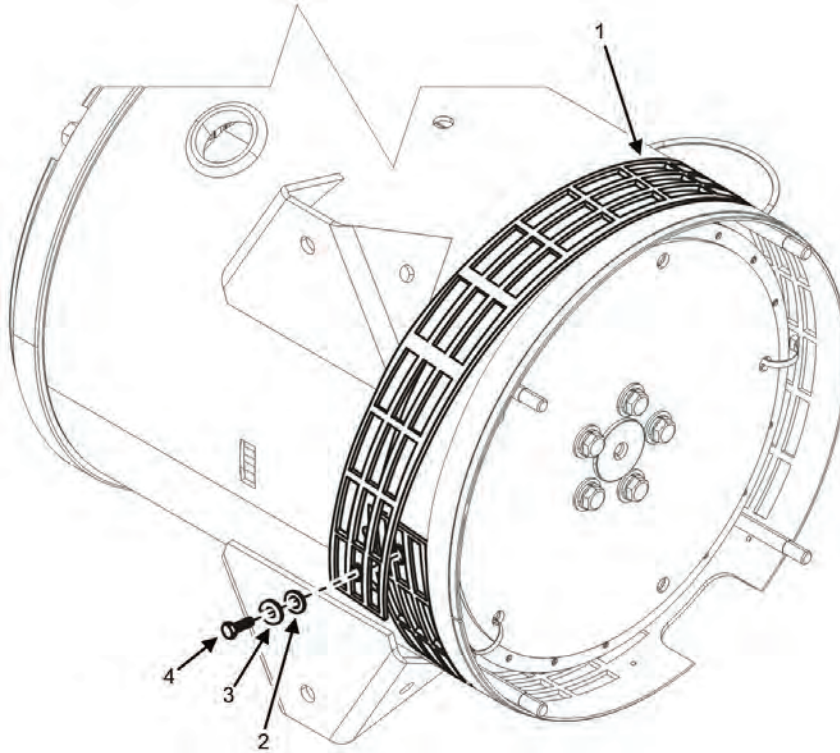


Figure 3. 400 Hz AC Generator Screen — Removal.

NOTE

The 400 Hz AC generator in Figure 3 is shown removed from the skid and rotated to show the mounting hardware for screen (Figure 3, Item 1) located on underside of 400 Hz AC generator.

11. Remove screw (Figure 3, Item 4), lock washer (Figure 3, Item 3), flat washer (Figure 3, Item 2) and screen (Figure 3, Item 1) from AC generator. Discard lock washer (Figure 3, Item 3).
12. Inspect screen (Figure 3, Item 1) for signs of obvious damage. Replace screen (Figure 3, Item 1) as required.
13. Tag and disconnect wiring harness connector P90 (Figure 4, Item 3) from AC generator (Figure 4, Item 1) at female connector (Figure 4, Item 2).
14. Tag and disconnect wiring harness connector P85 (Figure 4, Item 4) from AC generator (Figure 4, Item 1) at male connector (Figure 4, Item 5).
15. Remove screw (Figure 4, Item 9), washer (Figure 4, Item 8), and clamp (Figure 4, Item 7) that secures 12 voltage selection switch wires (Figure 4, Item 6) to AC generator (Figure 4, Item 1).

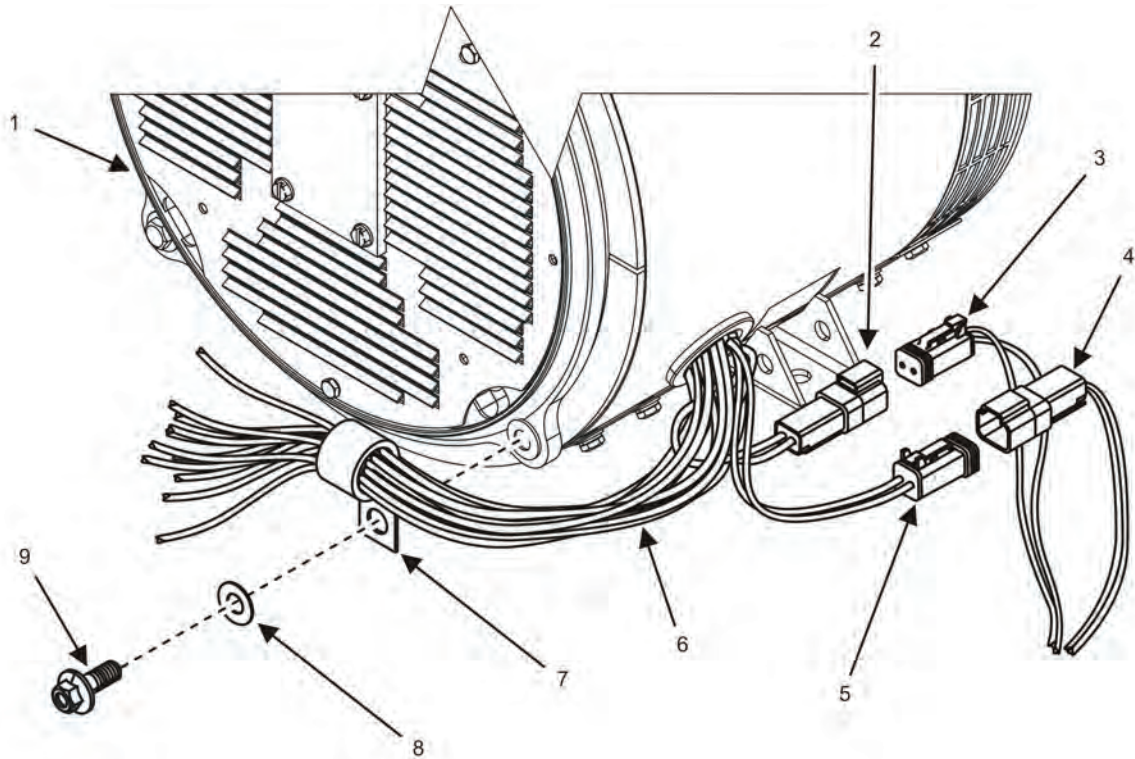


Figure 4. 400 Hz AC Generator Wiring — Removal.

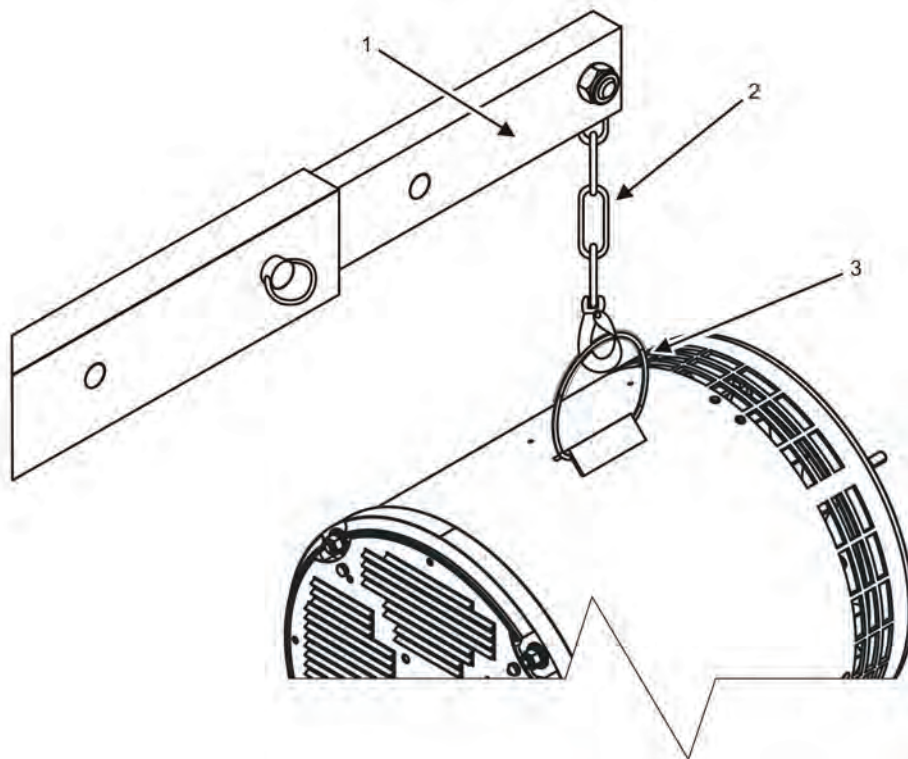


Figure 5. 400 Hz AC Generator Lift.

16. Attach suitable lifting device (Figure 5, Item 1) with at least a 1,000-lb (454-kg) capacity to AC generator lift ring (Figure 5, Item 3).
17. Raise lifting device (Figure 5, Item 1) to remove slack in chain/sling (Figure 5, Item 2).
18. Place wooden block (not shown) under engine to support engine when AC generator is removed.

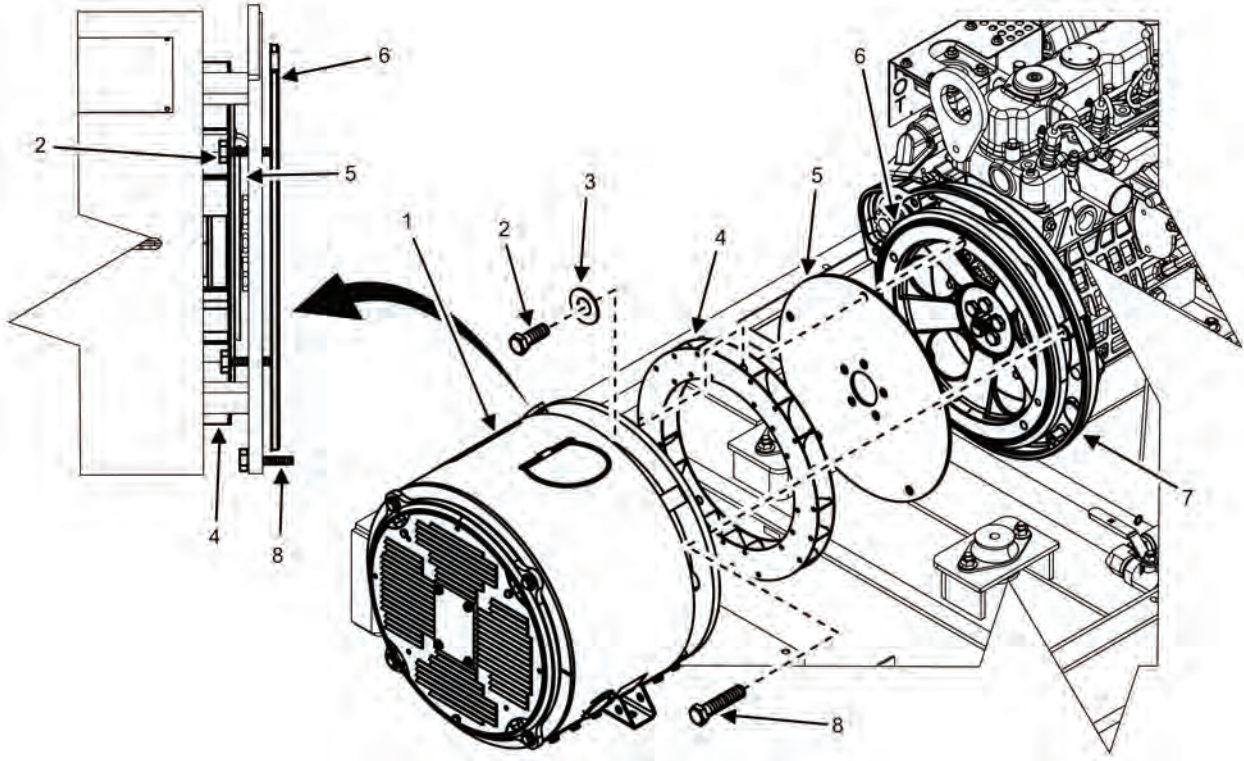


Figure 6. 400 Hz AC Generator and Engine Separation.

19. Rotate engine harmonic balancer hex cap screw clockwise (viewed from water pump end of engine) using socket and breaker bar to gain access to one screw (Figure 6, Item 2) through slot in AC generator (Figure 6, Item 1) case.
20. Remove one screw (Figure 6, Item 2) and one washer (Figure 6, Item 3) securing fan (Figure 6, Item 4) and drive plate (Figure 6, Item 5) to engine flywheel (Figure 6, Item 6) through slot in AC generator case opened by removal of screen (Figure 3, Item 1).

CAUTION

Proper installation of AC generator fan affects cooling air flow. Use wire ties to maintain the orientation of fan and drive plate in at least two places as mounting screws are removed. Failure to comply may result in damage to equipment.

21. Secure generator fan (Figure 6, Item 4) to drive plate (Figure 6, Item 5) using wire tie to maintain proper orientation of components.
22. Rotate engine harmonic balancer hex cap screw clockwise (viewed from water pump end of engine) using socket and breaker bar to gain access to the remaining four screws (Figure 6, Item 2) through slots in AC generator (Figure 6, Item 1) case.
23. Remove remaining four screws (Figure 6, Item 2) and four washers (Figure 6, Item 3) securing fan (Figure 6, Item 4) and drive plate (Figure 6, Item 5) to engine flywheel (Figure 6, Item 6).

24. Remove four screws (Figure 6, Item 8) securing AC generator (Figure 6, Item 1) to engine flywheel housing (Figure 6, Item 7).

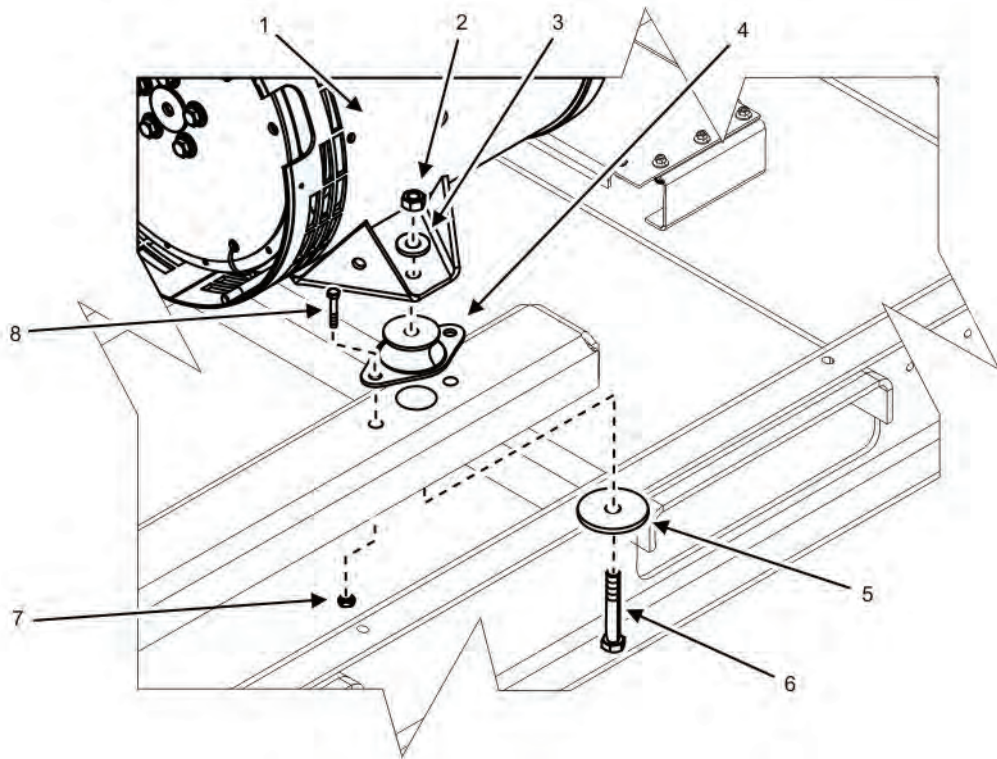


Figure 7. 400 Hz AC Generator — Removal.

25. Remove screw (Figure 7, Item 6), snubbing washer (Figure 7, Item 5), flat washer (Figure 7, Item 3), and lock nut (Figure 7, Item 2) securing AC generator (Figure 7, Item 1) to left-side vibration isolator (Figure 7, Item 4). Discard lock nut (Figure 7, Item 2).
26. Remove screw (Figure 7, Item 6), snubbing washer (Figure 7, Item 5), flat washer (Figure 7, Item 3), and lock nut (Figure 7, Item 2) securing AC generator (Figure 7, Item 1) to right-side vibration isolator (Figure 7, Item 4). Discard lock nut (Figure 7, Item 2).
27. Pull AC generator (Figure 7, Item 1) to the rear, free of engine using lifting device.

NOTE

If AC generator rotor refuses to separate from engine, perform steps 28 through 30 to separate engine and rotor.

28. Saturate area where engine flywheel (Figure 6, Item 6) and drive plate (Figure 6, Item 5) are connected with penetrating oil.
29. Allow penetrating oil to soak for 1 hr.
30. Strike point of contact between engine flywheel (Figure 6, Item 6) and drive plate (Figure 6, Item 5) using a hammer and brass drift around circumference of engine flywheel (Figure 6, Item 6) until two components break free.

CAUTION

Be aware of generator set components, such as the output box, while maneuvering the AC generator (Figure 7, Item 1). Failure to comply may result in damage to equipment.

31. Remove AC generator (Figure 7, Item 1) from unit skid using suitable lifting device (Figure 5, Item 1).
32. Place AC generator (Figure 7, Item 1) on a suitable work surface.
33. Remove lifting device (Figure 5, Item 1) from AC generator lift ring (Figure 5, Item 3).
34. Remove two screws (Figure 7, Item 8) and nuts (Figure 7, Item 7) securing vibration isolator (Figure 7, Item 4) to skid. Discard vibration isolator (Figure 7, Item 4).
35. Remove two screws (Figure 7, Item 8) and nuts (Figure 7, Item 7) securing right-side vibration isolator (Figure 7, Item 4) to skid. Discard vibration isolator (Figure 7, Item 4).
36. Remove any remaining vibration isolator (Figure 7, Item 4) residue from mounts with dry cleaning solvent and wiping rag.

CAUTION

AC generator must be transported resting on the end bell. In this position, the rotor cannot slide out of the housing. Also stabilize the rotor within the housing to prevent contact between the two components. Failure to do so may result in damage to equipment.

NOTE

Step 37 must be performed only if the 400 Hz AC generator is to be returned for repair.

37. Install screen (Figure 3, Item 1) over AC generator and secure by installing screw (Figure 3, Item 4), new lock washer (Figure 3, Item 3), and flat washer (Figure 3, Item 2).

END OF TASK**Inspect 400 Hz AC Generator Assembly**

1. Inspect AC generator (Figure 7, Item 1) for damage and replace as required.
2. Inspect left and right AC generator mounts on skid for indications of structural weakness. Replace skid as required.
3. Inspect skid for damage, corrosion, cracks, or other indications of structural weakness. Replace skid as required.
4. Inspect EMI filter (Figure 2, Item 8) for damage and replace as required.

END OF TASK**Replace EMI Filter**

1. Remove four screws (Figure 8, Item 8) and four washers (Figure 8, Item 9) securing box cover (Figure 8, Item 7) to potting box (Figure 8, Item 1).
2. Remove lower isolator (Figure 8, Item 5) by sliding it off 12 wire leads (Figure 8, Item 6).
3. Remove two wire ties (Figure 8, Item 3) securing 12 wiring leads (Figure 8, Item 6). Discard wire ties (Figure 8, Item 3).

CAUTION

Wire leads (Figure 8, Item 6) are individually wrapped 2 turns around the ferrite filter (Figure 8, Item 4). Show caution when removing the 12 wire leads (Figure 8, Item 6) from the ferrite filter (Figure 8, Item 4). Failure to comply may cause damage to equipment.

4. Remove 12 wire leads (Figure 8, Item 6) from ferrite filter (Figure 8, Item 4).
5. Remove upper isolator (Figure 8, Item 2) by sliding it off 12 wire leads (Figure 8, Item 6).
6. Inspect upper isolator (Figure 8, Item 2) and lower isolator (Figure 8, Item 5) for damage and replace as required.
7. Inspect ferrite filter (Figure 8, Item 4) for damage and replace as required.
8. Inspect 12 wire leads (Figure 8, Item 6) for damage and replace AC generator stator (Figure 6, Item 1) as required.

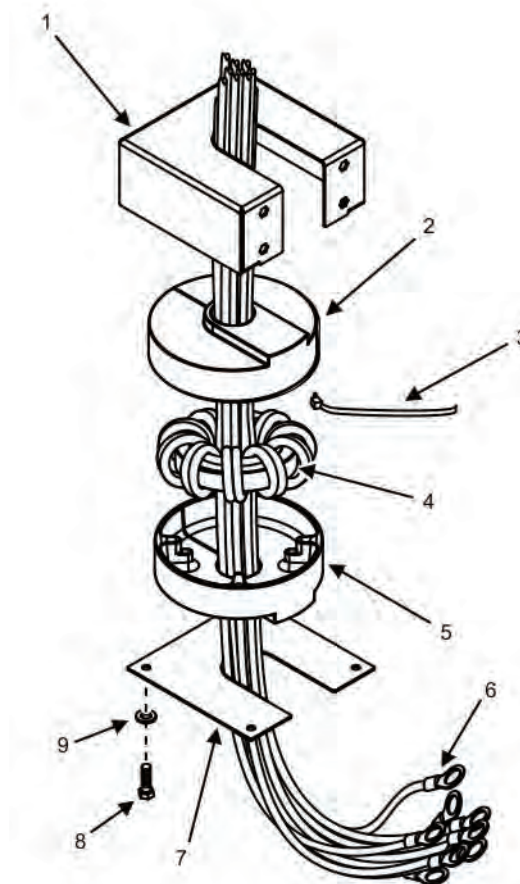


Figure 8. EMI Filter — Replace.

9. Insert 12 wire leads (Figure 8, Item 6) into upper isolator (Figure 8, Item 2).
10. Insert 12 wire leads (Figure 8, Item 6) individually through the center of the ferrite filter (Figure 8, Item 4) and wrap each wire lead (Figure 8, Item 6) two turns clockwise around the ferrite filter (Figure 8, Item 4).
11. Secure 12 wire leads (Figure 8, Item 6) with two new wire ties (Figure 8, Item 3).

12. Insert 12 wire leads (Figure 8, Item 6) into lower isolator (Figure 8, Item 5).
13. Install potting box (Figure 8, Item 1) and box cover (Figure 8, Item 7) and secure with four screws (Figure 8, Item 8) and four washers (Figure 8, Item 9).

END OF TASK

Install 400 Hz AC Generator Assembly

1. Clean mounting area, hardware, and surrounding skid area of dirt, debris, and grease using wiping rags and dry cleaning solvent.
2. Dispose of wiping rags IAW local SOP.
3. Apply a thin coat of multipurpose grease to mounting surfaces of drive plate (Figure 6, Item 5), fan (Figure 6, Item 4), and engine flywheel (Figure 6, Item 6) to minimize formation of galvanic corrosion between components.
4. Position new vibration isolators (Figure 7, Item 4) to left- and right-side generator and skid mount.
5. Secure left- and right-side vibration isolators (Figure 7, Item 4) with two screws (Figure 7, Item 8) and two nuts (Figure 7, Item 7) to skid. Torque four nuts (Figure 7, Item 8) to 35 – 42 ft/lb (to 48 – 57 Nm).

NOTE

Steps 6 and 7 must be performed only if a new or refurbished 400 Hz AC generator is being installed.

6. Remove screw (Figure 3, Item 4), lock washer (Figure 3, Item 3), flat washer (Figure 3, Item 2) and screen (Figure 3, Item 1) from AC generator. Discard lock washer (Figure 3, Item 3).
7. Remove any material used to prevent the rotor from contacting the generator housing during shipping.
8. Attach suitable lifting device (Figure 5, Item 1) with chain (Figure 5, Item 2) to lift ring (Figure 5, Item 3) of AC generator (Figure 7, Item 1).
9. Position AC generator (Figure 7, Item 1) at its approximate mounting location on unit skid.
10. Insert screw (Figure 7, Item 6) with snubbing washer (Figure 7, Item 5) through new vibration isolators (Figure 7, Item 4) on generator skid mounts to align mounting holes.
11. Lower AC generator (Figure 7, Item 1) slowly, using lifting device (Figure 5, Item 1), until mounting holes on AC generator mounts align with mounting screws (Figure 7, Item 6).
12. Install flat washer (Figure 7, Item 3) and new lock nut (Figure 7, Item 2) to each of two screws (Figure 7, Item 6) positioned in step 10 finger-tight.
13. Align AC generator (Figure 6, Item 1) with engine flywheel (Figure 6, Item 6).
14. Install four screws (Figure 6, Item 8) securing AC generator (Figure 6, Item 1) to flywheel housing (Figure 6, Item 7). Torque screws (Figure 6, Item 8) to 23 – 26 ft/lb (to 31.5 – 36.5 Nm).
15. Rotate engine harmonic balancer hex cap screw clockwise (as viewed from front of engine) using socket and breaker bar to align mounting holes in AC generator drive plate (Figure 6, Item 5), fan (Figure 6, Item 4), and engine flywheel (Figure 6, Item 6) near the top of AC generator housing to ease installation of screw (Figure 6, Item 2).
16. Install screw (Figure 6, Item 2) without washer (Figure 6, Item 3) finger-tight.
17. Continue to rotate the crankshaft to align the remaining mounting holes one at a time near the top of AC generator housing.
18. Cut and discard wire ties installed during removal procedure to maintain orientation of AC generator drive plate (Figure 6, Item 5), fan (Figure 6, Item 4), and engine flywheel (Figure 6, Item 6) as they are presented.
19. Install remaining four screws (Figure 6, Item 2) and four washers (Figure 6, Item 3) finger-tight.

20. Continue to rotate the crankshaft to position the first mounting screw (Figure 6, Item 2) that does not have a washer near the top of AC generator housing.
21. Remove the first mounting screw (Figure 6, Item 2) and re-install mounting screw (Figure 6, Item 2) this time with a washer (Figure 6, Item 3).
22. Rotate crankshaft again to position screws (Figure 6, Item 2) near the top of AC generator housing and torque screws (Figure 6, Item 2) to 39 – 46 ft/lb (53 – 63 Nm).
23. Torque lock nuts (Figure 7, Item 2) installed in step 12 to 67 – 82 ft/lb (92 – 112 Nm).
24. Remove supporting wooden block (not shown) from under engine.
25. Remove lifting device (Figure 5, Item 1) from lift ring (Figure 5, Item 3) on AC generator.
26. Reposition output box (Figure 2, Item 3) to its mounting location on unit skid and secure by installing two screws (Figure 2, Item 9) into captive nuts.

NOTE

Use tags applied to electrical wires and connectors during removal to aid in installation. Identification tags should remain in place until generator is completely reassembled and has been tested for proper operation.

27. Apply a thin coat of electrically conductive grease to all electrical connections prior to installation.
28. Insert 12 voltage selection switch wires (Figure 2, Item 6) into rear of output box (Figure 2, Item 3) near voltage selection switch (Figure 2, Item 2).
29. Connect 12 voltage selection switch wires (Figure 2, Item 6) to voltage selection switch (Figure 2, Item 2) in output box (Figure 2, Item 3) (WP 0058, Remove/Install Voltage Selection Switch).
30. Connect wiring harness connector P85 (Figure 4, Item 4) to AC generator (Figure 4, Item 1) at male connector (Figure 4, Item 5).
31. Connect wiring harness connector P90 (Figure 4, Item 3) to AC generator (Figure 4, Item 1) at female connector (Figure 4, Item 2).
32. Secure 12 voltage selection switch wire leads (Figure 4, Item 6) to AC generator (Figure 4, Item 1) by installing screw (Figure 4, Item 9), washer (Figure 4, Item 8), and clamp (Figure 4, Item 7).
33. Install screen (Figure 3, Item 1) over AC generator and secure by installing screw (Figure 3, Item 4), new lock washer (Figure 3, Item 3), and flat washer (Figure 3, Item 2).
34. Install ground strap (Figure 2, Item 16) to rear of AC generator (Figure 2, Item 1) and secure by installing screw (Figure 2, Item 14) and washer (Figure 2, Item 15).
35. Install two wire leads (Figure 2, Item 17) to rear of AC generator (Figure 2, Item 1) using tags installed at removal as a guide.
36. Secure wire leads (Figure 2, Item 17) to rear of AC generator (Figure 2, Item 1) by installing screw (Figure 2, Item 12) and washer (Figure 2, Item 13).
37. Tighten screw (Figure 2, Item 14) to torque value of 27-30 ft/lb (36-40 Nm).
38. Tighten screw (Figure 2, Item 12) to torque value of 20 in/lb (2.5 Nm).
39. Install 12 voltage selection switch wires (Figure 2, Item 6) to two finger retainers (Figure 2, Item 5) and secure finger retainers (Figure 2, Item 5) to rear of output box (Figure 2, Item 3) by installing two screws (Figure 2, Item 4).
40. Install EMI filter (Figure 2, Item 8) to rear of output box (Figure 2, Item 3) by installing four screws (Figure 2, Item 7).
41. Install clamp (Figure 2, Item 10) securing 12 voltage selection switch wires (Figure 2, Item 6) to rear of output box (Figure 2, Item 3) and secure by installing screw (Figure 2, Item 11).

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42. Install relay panel (WP 0050, Remove/Install Relay Panel).
 43. Install and adjust engine speed sensor (WP 0085, Remove/Install Engine Speed Sensor).
 44. Install starter (WP 0072, Remove/Install Starter).
 45. Install fuel tank (WP 0047, Remove/Install Fuel Tank).
 46. Install interior body panels (WP 0033, Remove/Install Interior Body Panels).
 47. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
 48. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
 49. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
 50. Install front body panel (WP 0029, Remove/Install Front Body Panel).
 51. Install DCS (WP 0017, Remove/Install DCS).
 52. Install top body panel (WP 0028, Remove/Install Top Body Panel).
 53. Connect negative battery cable (WP 0036, Remove/Install Batteries).
 54. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 55. Start engine, check for proper operation and repair as required (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
 56. Check all fluid levels and top-up as required (TM 9-6115-750-10).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10 KW GENERATOR SET
TEST AC GENERATOR

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Puller Set, Mechanical (WP 0162, Table 2, Item 24)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB
(WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB
(WP 0162, Table 2, Item 53)

Materials/Parts

Bearing, rotor (1) (WP 0123, Repair Parts List, Figure 23, Item 28) (WP 0124, Repair Parts List, Figure 24, Item 20)

Exciter, rotor (1) (WP 0123, Figure 23, Item 29)
(WP 0124, Figure 24, Item 21)

Nut, plain, assembled (8) (WP 0123, Figure 23, Item 27) (WP 0124, Figure 24, Item 19)

O-ring (1) (WP 0123, Figure 23, Item 5) (WP 0124, Figure 24, Item 42)

Rectifier, negative (1) (WP 0123, Figure 23, Item 31)
(WP 0124, Figure 24, Item 22)

Rectifier, positive (1) (WP 0123, Figure 23, Item 30)
(WP 0124, Figure 24, Item 25)

Resistor, voltage sensitive (1) (WP 0123, Figure 23, Item 25) (WP 0124, Figure 24, Item 17)

Stator, exciter (1) (WP 0123, Figure 23, Item 7)
(WP 0124, Figure 24, Item 44)

Washer, lock (4) (WP 0123, Figure 23, Item 8)

Washer, lock (9) (WP 0123, Figure 23, Item 20)

Washer, lock (4) (WP 0123, Figure 23, Item 32)
(WP 0124, Figure 24, Item 24)

Washer, lock (10) WP 0124, Repair Parts List, Figure 24, Item 13)

Washer, lock (4) (WP 0124, Figure 24, Item 45)

Materials/Parts

Cleaning compound, solvent (WP 0163, Expendable and Durable Items List, Item 11)

Rag, wiping (WP 0163, Item 32)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Right-side body panel removed (WP 0032, Remove/Install Right-Side Body Panel)

Rear body panel removed (WP 0030, Remove/Install Rear Body Panel)

Interior body panels removed (WP 0033, Remove/Install Interior Body Panels)

Fuel tank removed (WP 0047, Remove/Install Fuel Tank)

Relay panel removed (WP 0050, Remove/Install Relay Panel)

Voltage selection switch removed (WP 0058, Remove/Install Voltage Selection Switch)

TEST AC GENERATOR

NOTE

This WP is for testing 50/60 and 400 Hz AC generators. The first part of the procedure is for 50/60 Hz AC generators and second part is for 400 Hz AC generators.

TEST 50/60 HZ AC GENERATOR

Remove End Bell

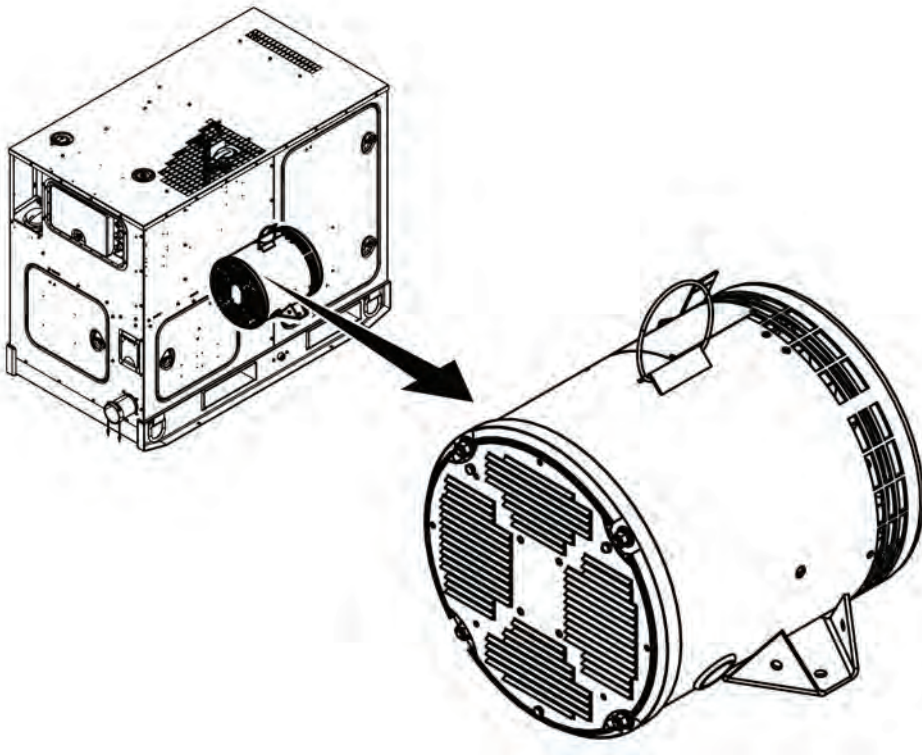
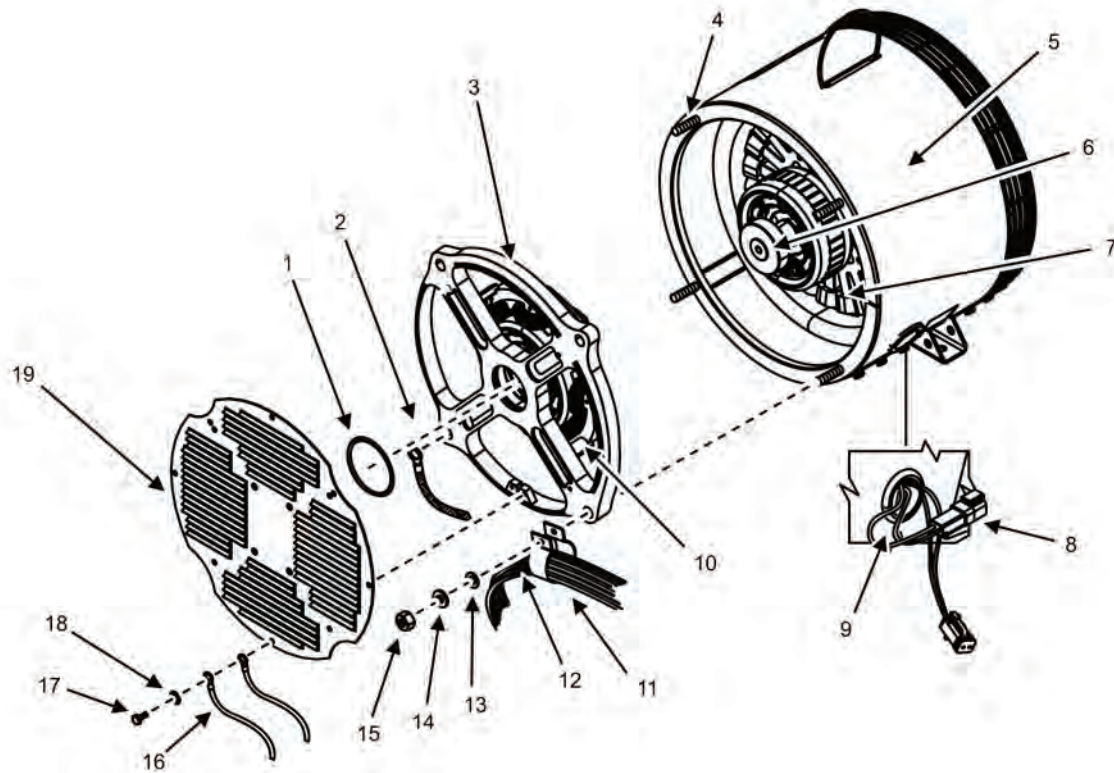


Figure 1. 50/60 Hz AC Generator — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate AC generator on generator set skid (Figure 1).
3. Place tag or mark on end bell cover (Figure 2, Item 19) and end bell (Figure 2, Item 3) to note relative position of end bell cover (Figure 2, Item 19) to end bell (Figure 2, Item 3).
4. Note location of shielded wire terminals (Figure 2, Item 16) to aid with installation.
5. Remove three screws (Figure 2, Item 17) and three lock washers (Figure 2, Item 18) that attach end bell cover (Figure 2, Item 19) and shielded wire terminals (Figure 2, Item 16) to end bell (Figure 2, Item 3).
6. Discard lock washers (Figure 2, Item 18).
7. Set end bell cover (Figure 2, Item 19) aside on suitable work surface.
8. Place tag or mark on end bell (Figure 2, Item 3) and generator stator (Figure 2, Item 5) to note relative position of end bell (Figure 2, Item 3) to generator stator (Figure 2, Item 5).

9. Remove four nuts (Figure 2, Item 15), four lock washers (Figure 2, Item 14), and four washers (Figure 2, Item 13) from through-bolts (Figure 2, Item 4). Discard lock washers (Figure 2, Item 14).
10. Note location of ground strap (Figure 2, Item 2) to aid with installation. Remove ground strap (Figure 2, Item 2).



Legend

- | | |
|----------------------------|---------------------------------|
| 1. O-Ring Packing | 11. Generator Output Wires |
| 2. Ground Strap | 12. Generator Output Wire Clamp |
| 3. End Bell | 13. Washer |
| 4. Through-Bolts | 14. Lock Washer |
| 5. Generator Stator | 15. Nut |
| 6. Bearing | 16. Shielded Wire Terminals |
| 7. Generator Rotor | 17. Screw |
| 8. P90 Plug | 18. External Tooth Lock Washer |
| 9. Wire Port | 19. End Bell Cover |
| 10. Exciter Stator Winding | |

Figure 2. 50/60 Hz Generator End Bell — Removal.

11. Note location of generator output wires (Figure 2, Item 11) and generator output wire clamp (Figure 2, Item 12) to aid with installation. Remove generator output wires (Figure 2, Item 11) and generator output wire clamp (Figure 2, Item 12).
12. Place tag or mark on P90 wiring plug (Figure 2, Item 8) wires to indicate the length that wires extend from generator stator (Figure 2, Item 5).

13. Disconnect P90 wiring plug (Figure 2, Item 8) at generator output wire clamp (Figure 2, Item 12).
14. Withdraw P90 wiring plug (Figure 2, Item 8) connected to the exciter stator winding (Figure 2, Item 10) through wire port in generator stator (Figure 2, Item 9).

CAUTION

End bell (Figure 2, Item 3) can be removed safely with a pry bar by applying force evenly and alternately to opposite sides of the end bell (Figure 2, Item 3). Failure to comply may cause damage to equipment.

Use extreme caution when removing end bell (Figure 2, Item 3) from generator stator (Figure 2, Item 5). End bell (Figure 2, Item 3) is awkward to handle while using tools to remove and must be removed without any exciter stator winding (Figure 2, Item 10) contact with the generator rotor (Figure 2, Item 7). Failure to comply will cause damage to equipment.

NOTE

Assistance is required to perform step 16.

15. Remove end bell (Figure 2, Item 3) and exciter stator winding (Figure 2, Item 10) and place on a suitable work surface.
16. Remove O-ring packing (Figure 2, Item 1) from end bell (Figure 2, Item 3) and discard.
17. Inspect end bell cover (Figure 2, Item 19), end bell (Figure 2, Item 3), and exciter stator winding (Figure 2, Item 10) for signs of metal fractures or fatigue, damaged threads, loose or broken wires, damaged insulation, excessive heat, and/or odor of burned insulation. Replace as required.

END OF TASK

Test Exciter Stator Winding

1. Select Ohms resistance function on multimeter (Figure 3, Item 4).

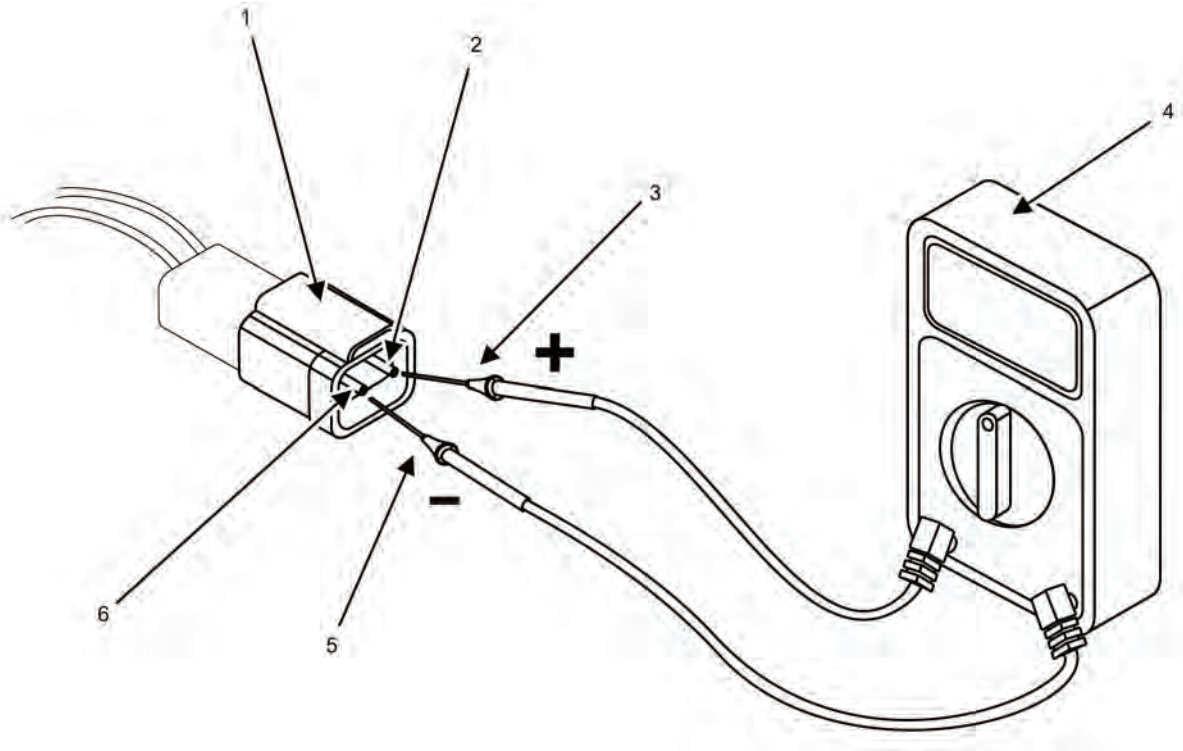


Figure 3. Test 50/60 HZ Exciter Stator Winding — Detail.

2. Touch either meter probe (Figure 3, Item 3 or 5) to either pin (Figure 3, Item 2 or 6) of P90 wiring plug (Figure 3, Item 1).
3. Touch second meter probe (Figure 3, Item 3 or 5) to second pin (Figure 3, Item 2 or 6) of P90 wiring plug (Figure 3, Item 1).
4. Observe and record value of resistance.
5. Touch either meter probe (Figure 3, Item 3 or 5) to either pin (Figure 3, Item 2 or 6) of P90 wiring plug (Figure 3, Item 1).
6. Touch second meter probe (Figure 3, Item 3 or 5) to a bare metal area (ground) of exciter stator winding (Figure 2, Item 10) frame.
7. Measure and record value of insulation resistance.

NOTE

The resistance value of the exciter stator winding (Figure 2, Item 10) obtained in step 4 should be 12.24 Ohms (Ω) \pm 10 percent (%). A resistance value of zero indicates a shorted exciter stator winding (Figure 2, Item 10), and a resistance value of infinity indicates an open exciter stator winding (Figure 2, Item 10).

The insulation resistance value of exciter stator winding (Figure 2, Item 10) to ground obtained in step 7 should be at least 1 megohm (M Ω).

8. Compare the resistance values obtained in step 4 and step 7 to specifications to determine if exciter stator winding (Figure 2, Item 10) is serviceable.
 - a. Proceed to Replace Exciter Stator Winding task if step 8 indicates that exciter stator winding (Figure 2, Item 10) is not serviceable.

- b. Set end bell (Figure 2, Item 3) and exciter stator winding (Figure 2, Item 10) aside for installation if serviceable.

END OF TASK

Replace Exciter Stator Winding

1. Note orientation of P90 wiring plug (Figure 4, Item 5) to aid with installation.
2. Remove four bolts (Figure 4, Item 4) and four lock washers (Figure 4, Item 3) that attach exciter stator winding (Figure 4, Item 2) to end bell (Figure 4, Item 1).
3. Discard lock washers (Figure 4, Item 3).
4. Remove exciter stator winding (Figure 4, Item 2) from end bell (Figure 4, Item 1).
5. Examine machined surfaces of end bell (Figure 4, Item 1) for corrosion, dirt, and debris where exciter stator winding (Figure 4, Item 2) makes contact. Clean as required.
6. Perform Test Exciter Stator Winding task on new exciter stator winding (Figure 4, Item 2).
7. Examine mating surface of new exciter stator winding (Figure 4, Item 2) visually where it will contact end bell (Figure 4, Item 1).
8. Remove any material from the surface of exciter stator winding (Figure 4, Item 2) that will interfere with mating surfaces of end bell (Figure 4, Item 1).
9. Place exciter stator winding (Figure 4, Item 2) onto end bell (Figure 4, Item 1) using correct P90 wiring plug (Figure 4, Item 5) orientation noted in step 1.
10. Align holes in exciter stator winding (Figure 4, Item 2) with matching holes in end bell (Figure 4, Item 1).

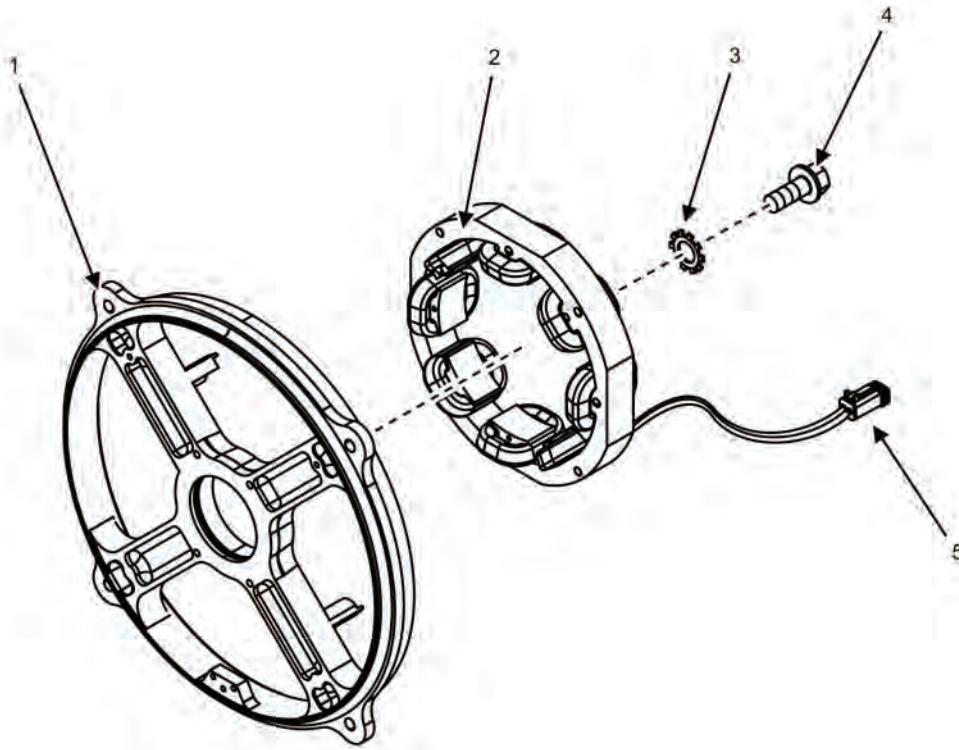


Figure 4. 50/60 Hz Exciter Stator Winding — Removal.

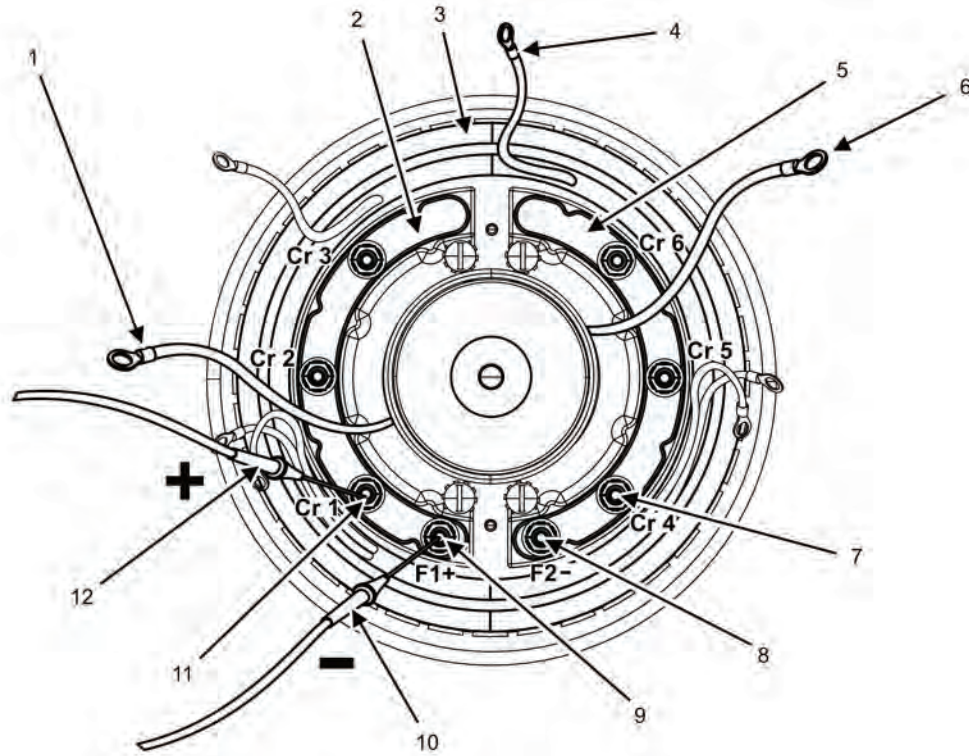


Figure 5. Test 50/60 Hz Rectifier, Exciter and Generator Rotor.

11. Install four bolts (Figure 4, Item 4) and four new lock washers (Figure 4, Item 3) to attach exciter stator winding (Figure 4, Item 2) to end bell (Figure 4, Item 1).
12. Tighten four bolts (Figure 4, Item 4) to torque value of 8 ft/lb (10 Nm).
13. Set end bell (Figure 4, Item 1) and exciter stator winding (Figure 4, Item 2) aside for installation.

END OF TASK

Inspect Rectifier and Surge Suppressor

1. Inspect rectifier plates (Figure 5, Items 2 and 5) for signs of corrosion, heat, or other damage. Replace as required.
2. Inspect surge suppressor (Figure 6, Item 6) for signs of corrosion, heat, or other damage. Replace as required.

END OF TASK

Test Rectifier**CAUTION**

Both F1+ and F2- rectifier plates (Figure 5, Items 2 and 5) must be replaced if either rectifier plate (Figure 5, Items 2 or 5) or any diode fails testing. Failure to comply may cause damage to equipment.

If F1+ and F2- rectifier plates (Figure 5, Items 2 and 5) and Cr1 through Cr6 diodes are not marked as shown in Figure 5, it is imperative that each is identified before it is removed and marked or tagged according to Figure 5. Failure to comply may cause damage to equipment.

1. Mark or tag orientation of each rectifier plate (Figure 5, Items 2 and 5).
2. Mark or tag each wire (Figure 6, Items 3 and 8) as it is removed from diode (Figure 6, Item 4) and terminal studs (Figure 6, Item 5) to aid with installation.
3. Remove nut with captive lock washer (Figure 6, Item 10) and flat washer (Figure 6, Item 9) from F1+ terminal stud (Figure 6, Item 14).
4. Remove nut with captive lock washer (Figure 6, Item 10) and flat washer (Figure 6, Item 9) from F2- terminal stud (Figure 6, Item 5).
5. Discard two nuts with captive lock washers (Figure 6, Item 10).
6. Remove surge suppressor (Figure 6, Item 6) and place on suitable surface for testing.
7. Remove F1+ generator rotor wire (Figure 5, Item 1) from F1+ terminal (Figure 5, Item 9).
8. Remove F2- generator rotor wire (Figure 5, Item 6) from F2- terminal (Figure 5, Item 8).
9. Remove nut with captive lock washer (Figure 6, Item 10), flat washer (Figure 6, Item 9), and exciter rotor wire (Figure 5, Item 4) from diode Cr1 (Figure 5, Item 11).
10. Repeat step 9 for remaining diodes.
11. Discard six nuts with captive lock washers (Figure 6, Item 10).
12. Select Ohms resistance function on multimeter (Figure 3, Item 4).
13. Touch negative meter probe (Figure 5, Item 10) to F1+ terminal (Figure 5, Item 9) and positive meter probe (Figure 5, Item 12) to diode Cr1 (Figure 5, Item 11). Observe and record resistance value.
14. Touch positive meter probe (Figure 5, Item 12) to F1+ terminal (Figure 5, Item 9) and negative meter probe (Figure 5, Item 10) to diode Cr1 (Figure 5, Item 11). Observe and record resistance value.

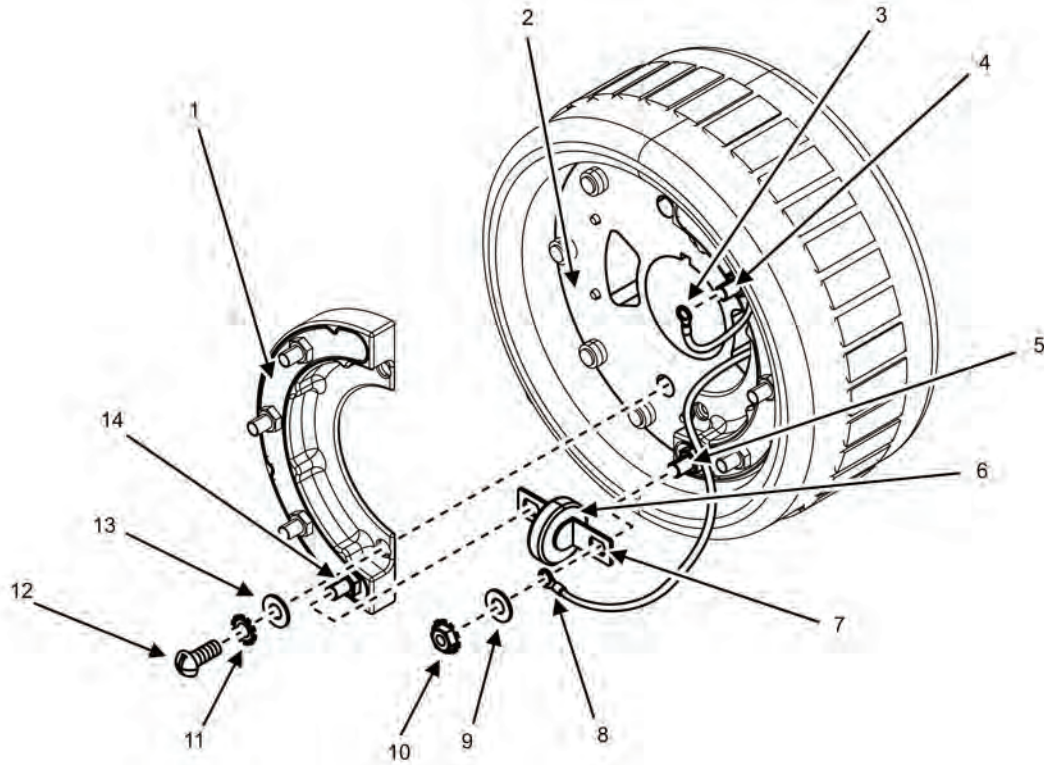


Figure 6. 50/60 Hz Rectifier Removal — Detail.

15. Repeat steps 13 and 14 for remaining diodes of F1+ rectifier plate (Figure 5, Item 2).
16. Touch negative meter probe (Figure 5, Item 10) to F2- terminal (Figure 5, Item 8) and positive meter probe (Figure 5, Item 12) to diode Cr4 (Figure 5, Item 7). Observe and record resistance value.
17. Touch positive meter probe (Figure 5, Item 12) to F2- terminal (Figure 5, Item 8) and negative meter probe (Figure 5, Item 10) to diode Cr4 (Figure 5, Item 7). Observe and record resistance value.
18. Repeat steps 16 and 17 for remaining diodes of F2- rectifier plate (Figure 5, Item 5).

NOTE

Resistance value obtained in step 13 and step 17 should be $2.74 \text{ M}\Omega \pm 10\%$, and resistance value obtained in step 14 and step 16 should be greater than $27 \text{ M}\Omega$.

Resistance value obtained in step 14 and step 16 will typically be infinite resistance.

19. Compare resistance values obtained in steps 13 through 18 to specifications to determine if rectifier plates (Figure 5, Items 2 and 5) are serviceable.

NOTE

Rectifier plates (Figure 5, Items 2 and 5) may remain attached to exciter rotor (Figure 5, Item 3) unless further tests reveal the need to remove rectifier plates (Figure 5, Items 2 and 5).

20. Proceed to Test Surge Suppressor task if rectifier is serviceable.
21. Proceed to Replace Rectifier task if rectifier is not serviceable.

END OF TASK

Test Surge Suppressor

1. Select Ohms resistance function on multimeter (Figure 3, Item 4).
2. Touch positive meter probe (Figure 3, Item 3) to either connection point (Figure 6, Item 7) of surge suppressor (Figure 6, Item 6).
3. Touch negative meter probe (Figure 3, Item 5) to opposite connection point of surge suppressor (Figure 6, Item 6). Observe and note resistance value.
4. Reverse points of contact with meter probes (Figure 3, Items 3 and 5). Observe and note resistance value.

NOTE

Resistance value of surge suppressor (Figure 6, Item 6) should be equal when measured front-to-back and back-to-front. An acceptable value is greater than ∞ and measured value will typically be infinite resistance.

5. Compare the resistance values obtained in step 3 and step 4 to specifications to determine if surge suppressor (Figure 6, Item 6) is serviceable.
6. Set surge suppressor (Figure 6, Item 6) aside for installation if serviceable or replace as required.

END OF TASK**Replace Rectifier**

1. Remove two screws (Figure 6, Item 12), two lock washers (Figure 6, Item 11), two flat washers (Figure 6, Item 13), and F1+ rectifier plate (Figure 6, Item 1) from exciter rotor (Figure 6, Item 2).
2. Discard two lock washers (Figure 6, Item 11).
3. Repeat steps 1 and 2 for F2- rectifier plate (Figure 5, Item 5).
4. Inspect mounting surface of exciter rotor (Figure 6, Item 2) where rectifier plates (Figure 5, Items 2 and 5) were attached and clean as required.
5. Perform Test Rectifier task, steps 12 through 19 on new rectifier plates (Figure 5, Items 2 and 5).
6. Align holes in F1+ rectifier plate (Figure 5, Item 2) with holes in exciter rotor (Figure 5, Item 3) using orientation noted in Test Rectifier task, step 1.
7. Install two flat washers (Figure 6, Item 13), two new lock washers (Figure 6, Item 11), and two screws (Figure 6, Item 12) to attach F1+ rectifier plate (Figure 6, Item 1) to exciter rotor (Figure 6, Item 2).
8. Repeat steps 6 and 7 for F2- rectifier plate (Figure 5, Item 5).

END OF TASK**Test Exciter Rotor Winding****NOTE**

Exciter rotor wires (Figure 5, Item 4) are paired according to a specific order. The order of pairs is Cr1 to Cr4, Cr2 to Cr5, and Cr3 to Cr6.

1. Identify each of six numbered exciter rotor wire (Figure 5, Item 4) terminals.
2. Select Ohms resistance function on multimeter (Figure 3, Item 4).
3. Touch either meter probe (Figure 3, Item 3 or 5) to exciter rotor wire (Figure 5, Item 4) terminal identified as Cr1.

4. Touch second meter probe (Figure 3, Items 3 or 5) to exciter rotor wire (Figure 5, Item 4) terminal identified as Cr4.
5. Observe and record value of resistance.
6. Repeat steps 3 through 5 for remaining ordered pairs of exciter rotor wires (Figure 5, Item 4).
7. Touch either meter probe (Figure 3, Item 3 or 5) to exciter rotor wire (Figure 5, Item 4) terminal tagged or marked as Cr1.
8. Touch second meter probe to bare metal area (ground) of exciter rotor (Figure 5, Item 3).
9. Observe and record value of resistance.
10. Repeat steps 7 through 9 for remaining exciter rotor wires (Figure 5, Item 4) terminals tagged or marked as Cr 2 and Cr3.

NOTE

Resistance values obtained in steps 3 through 6 should be $0.5 \pm 10\%$. Accuracy of a multimeter is unreliable when measuring values lower than 1Ω . A measurement value greater than 1Ω or with a $\pm 10\%$ variance for any pair of wires indicates a defective exciter rotor (Figure 7, Item 4).

Resistance values obtained in step 7 through 10 of each wire to ground should be at least $1 M\Omega$.

11. Compare resistance values obtained in steps 3 through 6 and steps 7 through 10 to specifications to determine if exciter rotor (Figure 7, Item 4) is serviceable.
12. Proceed to Test Generator Rotor Winding task if exciter rotor (Figure 5, Item 3) is serviceable.

END OF TASK

Test Generator Rotor Winding

1. Identify generator rotor winding wires tagged or marked F1+ (Figure 5, Item 1) and F2- (Figure 5, Item 6).
2. Select Ohms resistance function on multimeter (Figure 3, Item 4).
3. Touch either meter probe (Figure 3, Item 3 or 5) to F1+ generator rotor wire (Figure 5, Item 1) terminal.
4. Touch second meter probe (Figure 3, Items 3 or 5) to F2- generator rotor wire (Figure 5, Item 6) terminal.
5. Observe and record value of resistance.
6. Touch either meter probe (Figure 3, Item 3 or 5) to F1+ generator rotor wire (Figure 5, Item 1) terminal.
7. Touch second meter probe (Figure 3, Item 3 or 5) to bare metal area (ground) of generator rotor (Figure 2, Item 7).
8. Observe and record value of resistance.

NOTE

Resistance value obtained in steps 3 through 5 should be $2.68 \Omega \pm 10\%$. Measurement value of infinity indicates an open generator rotor winding.

Resistance value obtained in step 6 through 8 of generator rotor winding to ground should be at least $1 M\Omega$.

9. Compare resistance values obtained in steps 3 through 5 and steps 6 through 8 to specifications to determine if generator rotor winding is serviceable.

10. Proceed to Test Generator Stator Winding task if generator rotor winding is serviceable.

END OF TASK

Test Generator Stator Winding

1. Identify each of 12 numbered generator output wires (Figure 2, Item 11) that were removed from voltage selection switch during voltage selection switch removal (WP 0058, Remove/Install Voltage Selection Switch) using imprinted wire markers.

NOTE

Generator output wires (Figure 2, Item 11) are paired according to a specific order. The order of pairs is: T1 – T4, T2 – T5, T3 – T6, T7 – T10, T8 – T11, and T9 – T12.

2. Arrange wires into ordered pairs.
3. Select Ohms resistance function on multimeter (Figure 3, Item 4).
4. Touch either meter probe (Figure 3, Item 3 or 5) to generator output wire terminal marked T1.
5. Touch second meter probe (Figure 3, Item 3 or 5) to generator output wire terminal marked T4.
6. Observe and record value of resistance.
7. Repeat steps 4 through 6 for the remaining ordered pairs of wires.
8. Touch either meter probe (Figure 3, Item 3 or 5) to generator output wire marked T1.
9. Touch second meter probe (Figure 3, Item 3 or 5) to bare metal area (ground) of generator stator (Figure 2, Item 5).
10. Observe and record value of resistance.
11. Repeat steps 8 through 10 for generator output wire terminals marked T2, T3, T7, T8, and T9.

NOTE

Resistance values obtained in steps 4 through 7 should be $0.152 \Omega \pm 10\%$. Accuracy of a multimeter is unreliable when measuring values lower than 1Ω . A measurement value greater than 1Ω or with a $\pm 10\%$ variance for any pair of wires indicates a defective generator stator (Figure 2, Item 5).

Resistance values obtained in steps 8 through 11 of each wire to ground should be at least $1 M\Omega$.

12. Compare resistance values obtained in steps 4 through 7 and steps 8 through 11 to specifications to determine if generator stator (Figure 2, Item 5) is serviceable.
13. Locate and disconnect Q1/Q2 wiring plug (Figure 7, Item 1) at wire port in generator stator (Figure 2, Item 9).
14. Select Ohms resistance function on multimeter (Figure 3, Item 4).
15. Touch either meter probe (Figure 3, Item 3 or 5) to either wiring plug (Figure 7, Item 1) connector (Figure 7, Item 2 or 3).
16. Touch second meter probe (Figure 3, Item 3 or 5) to second wiring plug (Figure 7, Item 1) connector (Figure 7, Item 2 or 3).
17. Observe and record value of resistance.

18. Touch either meter probe (Figure 3, Item 3 or 5) to either wiring plug (Figure 7, Item 1) connector (Figure 7, Item 2 or 3).
19. Touch second meter probe (Figure 3, Item 3 or 5) to bare metal area (ground) of generator stator (Figure 2, Item 5).

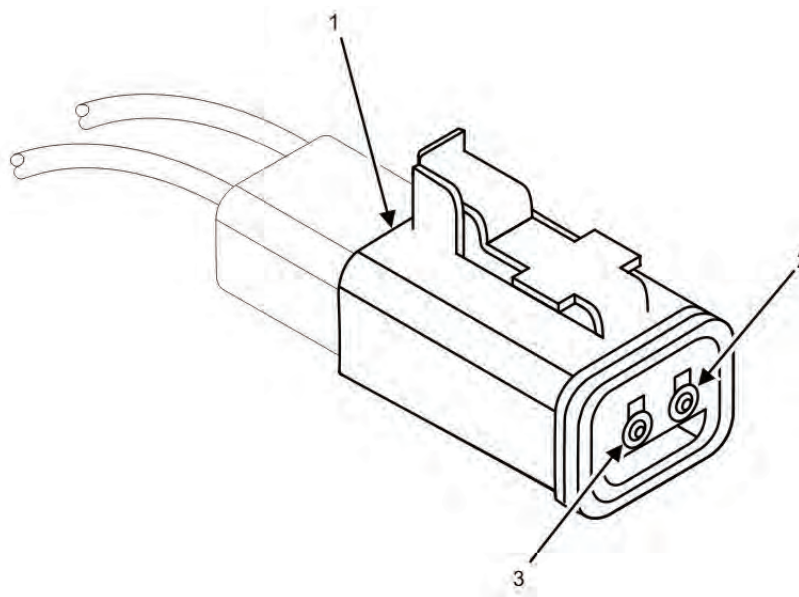


Figure 7. Test 50/60 Hz Generator Stator Q1/Q2 Winding — Detail.

20. Observe and record value of resistance.

NOTE

Resistance value obtained in steps 15 through 17 should be $1.01 \Omega \pm 10\%$.

Resistance value obtained in steps 18 through 20 to ground should be at least $1 M\Omega$.

21. Compare the resistance values obtained in steps 15 through 17 and steps 18 through 20 to specifications to determine if generator stator (Figure 2, Item 5) is serviceable.

END OF TASK

Inspect Bearing

1. Examine bearing (Figure 8, Item 1) for discoloration and corrosion that are signs of heat and contamination damage.
2. Touch outer race of bearing (Figure 8, Item 1) lightly with fingertips and rotate slowly in a back-and-forth motion to feel and listen for any signs of roughness and/or lack of lubrication.
3. Proceed to Replace Bearing task if any signs of damage are found or if bearing (Figure 8, Item 1) does not rotate freely.

END OF TASK

Replace Bearing

1. Attach bearing puller to bearing (Figure 8, Item 1).

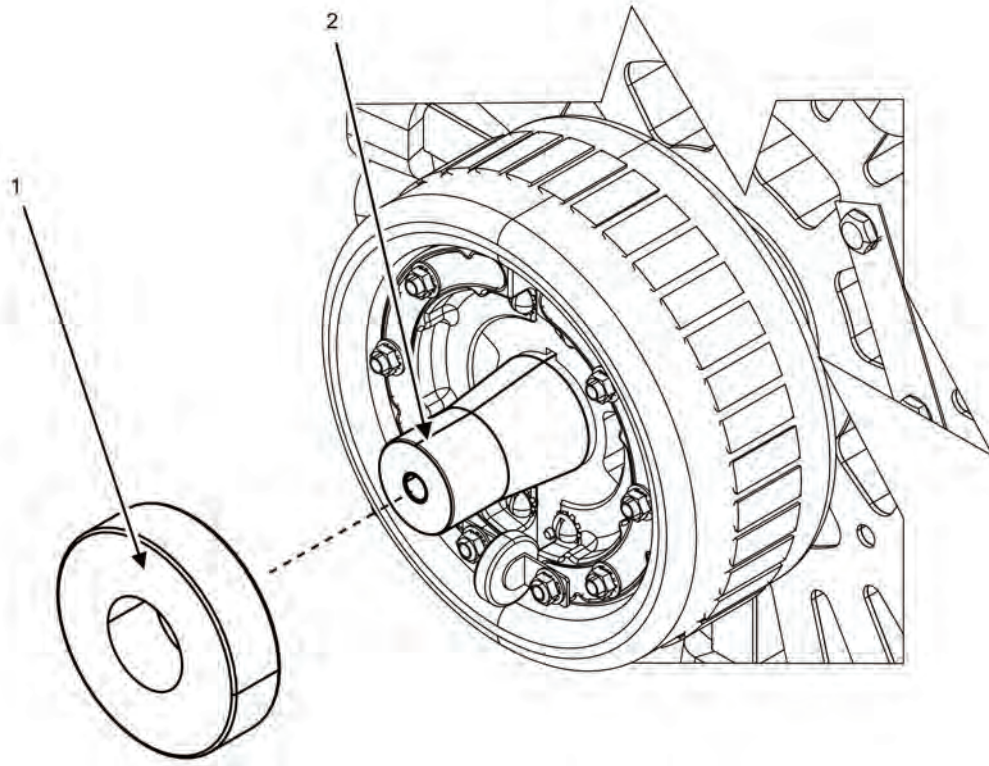


Figure 8. 50/60 Hz Generator Bearing Removal — Detail.

CAUTION

When a bearing is removed for any reason, always install a new bearing (Figure 8, Item 1). Failure to comply may cause damage to equipment.

2. Remove bearing (Figure 8, Item 1) from generator rotor shaft (Figure 8, Item 2).
3. Clean bearing surface of generator rotor shaft (Figure 8, Item 2).
4. Press new bearing (Figure 8, Item 1) onto generator rotor shaft (Figure 8, Item 2).

END OF TASK

Install End Bell

1. Perform Test Surge Suppressor task on new surge suppressor (Figure 6, Item 6).
2. Place surge suppressor (Figure 6, Item 6) onto F1+ terminal stud (Figure 6, Item 14) and F2- terminal stud (Figure 6, Item 5).
3. Place F1+ generator rotor wire (Figure 5, Item 1) onto F1+ terminal stud (Figure 5, Item 9).
4. Install flat washer (Figure 6, Item 9) and new nut with captive lock washer (Figure 6, Item 10) onto F1+ terminal stud (Figure 6, Item 14).
5. Place F2- generator rotor wire (Figure 5, Item 6) onto F2- terminal stud (Figure 5, Item 8).

6. Install flat washer (Figure 6, Item 9) and new nut with captive lock washer (Figure 6, Item 10) onto F2-terminal stud (Figure 6, Item 5).
7. Place exciter rotor wire (Figure 5, Item 4) tagged or marked Cr1 onto diode tagged or marked Cr1 (Figure 5, Item 11).
8. Install flat washer (Figure 6, Item 9) and new nut with captive lock washer (Figure 6, Item 10) onto diode tagged or marked Cr1 (Figure 5, Item 11).
9. Repeat steps 7 through 8 for remaining exciter rotor wires (Figure 5, Item 4) and diodes marked Cr2 through Cr6.
10. Remove tags or marks that will interfere with generator operation.
11. Install new O-ring packing (Figure 2, Item 1) into end bell (Figure 2, Item 3).
12. Insert P90 wiring plug (Figure 2, Item 8) through wire port in generator stator (Figure 2, Item 9).

CAUTION

Use extreme caution when installing end bell (Figure 2, Item 3) onto generator stator (Figure 2, Item 5). End bell (Figure 2, Item 3) is awkward to handle and must be installed without any exciter stator winding (Figure 2, Item 10) contact with the generator rotor (Figure 2, Item 7). Failure to comply will cause damage to equipment.

13. Align tag or mark on end bell (Figure 2, Item 3) with corresponding tag or mark on generator stator (Figure 2, Item 5).
14. Push end bell (Figure 2, Item 3) mating surface evenly into matching machined surface of generator stator (Figure 2, Item 5).

NOTE

End bell (Figure 2, Item 3) may resist installation onto bearing (Figure 2, Item 6). Use a tool that will not damage end bell (Figure 2, Item 3) to tap various points around outside of bearing mating surface until end bell (Figure 2, Item 3) machined surface makes contact with generator stator (Figure 2, Item 5) machined surface.

15. Examine area between end bell (Figure 2, Item 3) machined surface and generator stator (Figure 2, Item 5) machined surface to ensure distance is even.
16. Install four washers (Figure 2, Item 13) and four nuts (Figure 2, Item 15) without lock washers (Figure 2, Item 14) onto through-bolts (Figure 2, Item 4).
17. Tighten each nut (Figure 2, Item 15) gradually in crisscross sequence using the same number of turns each time for each nut (Figure 2, Item 15) to draw the end bell (Figure 2, Item 3) onto generator stator (Figure 2, Item 5).
18. Verify end bell (Figure 2, Item 3) machined surface has fully engaged generator stator (Figure 2, Item 5) machined surface.
19. See Remove End Bell task, steps 9, 15, and 16 if end bell (Figure 2, Item 3) machined surface does not fully engage the generator stator (Figure 2, Item 5) machined surface. Repeat steps 14 through 19 as required.
20. Loosen four nuts (Figure 2, Item 15) that attach end bell (Figure 2, Item 3) to generator stator (Figure 2, Item 5) one-half to three-quarters turn.
21. Remove lower two nuts (Figure 2, Item 15) and two washers (Figure 2, Item 13) that attach end bell (Figure 2, Item 3) to generator stator (Figure 2, Item 5).
22. Install ground strap (Figure 2, Item 2) according to location noted in Remove End Bell task, step 11.
23. Install generator output wires (Figure 2, Item 11) and generator output wire clamp (Figure 2, Item 12) according to location noted in Remove End Bell task, step 12.

24. Install two washers (Figure 2, Item 13), two new lock washers (Figure 2, Item 14), and two nuts (Figure 2, Item 15) onto lower two through-bolts (Figure 2, Item 4).
25. Remove upper two nuts (Figure 2, Item 15) and two washers (Figure 2, Item 13) that attach end bell (Figure 2, Item 3) to generator stator (Figure 2, Item 5).
26. Install two washers (Figure 2, Item 13), two new lock washers (Figure 2, Item 14), and two nuts (Figure 2, Item 15) onto upper two through-bolts (Figure 2, Item 4).
27. Tighten four nuts (Figure 2, Item 15) to torque value of 27-30 ft/lb (36-40 Nm).
28. Remove tags or marks that will interfere with generator operation.
29. Pull excess P90 wiring plug (Figure 2, Item 8) wire from wire port in generator stator (Figure 2, Item 9) to length tagged or marked in Remove End Bell task, step 13.
30. Align holes in end bell cover (Figure 2, Item 19) with matching holes in end bell (Figure 2, Item 3).
31. Install upper two screws (Figure 2, Item 17) and two new lock washers (Figure 2, Item 18) to loosely attach end bell cover (Figure 2, Item 19) to end bell (Figure 2, Item 3).
32. Install screw (Figure 2, Item 17), new lock washer (Figure 2, Item 18), and two shielded wire terminals (Figure 2, Item 16) according to location noted in Remove End Bell task, step 4 into lower end bell cover (Figure 2, Item 19) hole.
33. Tighten three screws (Figure 2, Item 17) to torque value of 20 in/lb (20.5 Nm).
34. Remove tags or marks that will interfere with generator operation.
35. Connect P90 wiring plug (Figure 2, Item 8) at generator output wire clamp (Figure 2, Item 12).
36. Install voltage selection switch (WP 0058, Remove/Install Voltage Selection Switch).
37. Install relay panel (WP 0050, Remove/Install Relay Panel).
38. Install fuel tank (WP 0047, Remove/Install Fuel Tank).
39. Install interior body panels (WP 0033, Remove/Install Interior Body Panels).
40. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
41. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
42. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
43. Connect negative battery cable (WP 0036, Remove /Install Batteries).
44. Close generator set doors.
45. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
46. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
47. Repair as required.

END OF TASK

TEST 400 HZ AC GENERATOR

Remove End Bell

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate AC generator on generator set skid (Figure 9).
3. Place tag or mark on end bell cover (Figure 10, Item 1) and end bell (Figure 10, Item 4) to note relative position of end bell cover (Figure 10, Item 1) to end bell (Figure 10, Item 4).

4. Note location of shielded wire terminals (Figure 10, Item 15) to aid with installation.
5. Remove three screws (Figure 10, Item 16) and three lock washers (Figure 10, Item 17) that attach end bell cover (Figure 10, Item 1) and shielded wire terminals (Figure 10, Item 15) to end bell (Figure 10, Item 4).
6. Discard three lock washers (Figure 10, Item 17).
7. Set end bell cover (Figure 10, Item 1) aside on suitable work surface for inspection.
8. Place tag or mark on end bell (Figure 10, Item 4) and generator stator (Figure 10, Item 6) to note relative position of end bell (Figure 10, Item 4) to generator stator (Figure 10, Item 6).
9. Note location of ground strap (Figure 10, Item 3) to aid with installation.
10. Note location of generator output wires (Figure 10, Item 11) and generator output wire clamp (Figure 10, Item 12) to aid with installation.

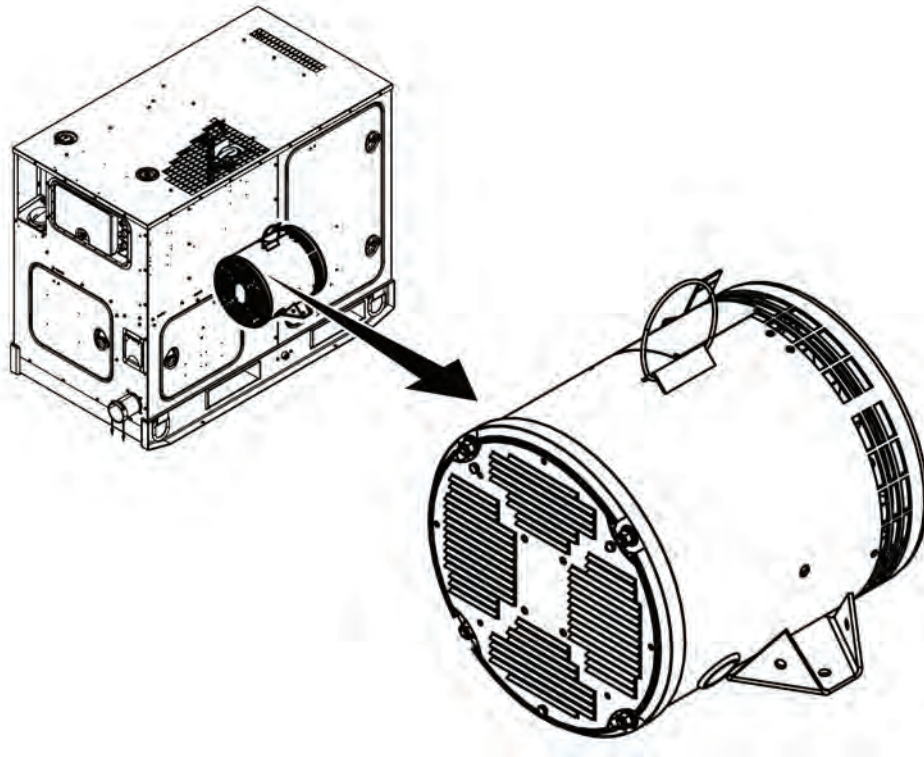


Figure 9. 400 Hz AC Generator — Location.

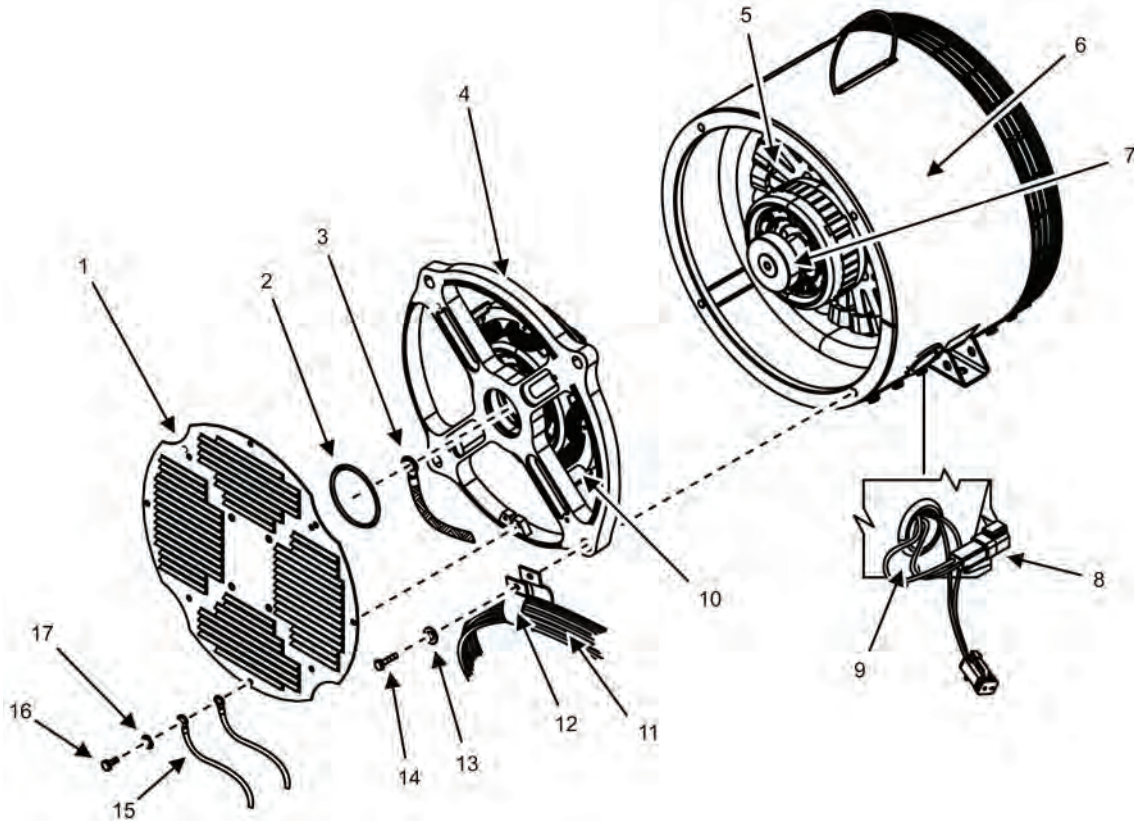


Figure 10. 400 Hz Generator End Bell — Removal.

11. Remove four bolts (Figure 10, Item 14) and four washers (Figure 10, Item 13) that attach end bell (Figure 10, Item 4) to generator stator (Figure 10, Item 6).
12. Place tag or mark on P90 wiring plug (Figure 10, Item 8) wires to indicate the length that wires extend from generator stator (Figure 10, Item 6).
13. Disconnect P90 wiring plug (Figure 10, Item 8) located at generator output wire clamp (Figure 10, Item 12).
14. Withdraw P90 wiring plug (Figure 10, Item 8) connected to the exciter stator winding (Figure 10 Item 10) through wire port in generator stator (Figure 10, Item 9).

CAUTION

End bell (Figure 10, Item 4) can be removed safely with a pry bar by applying force evenly and alternately to opposite sides of the end bell (Figure 10, Item 4). Failure to comply may cause damage to equipment.

Use extreme caution when removing end bell (Figure 10, Item 4) from generator stator (Figure 10, Item 6). End bell (Figure 10, Item 4) is awkward to handle while using tools to remove and must be removed without any exciter stator winding (Figure 10, Item 10) contact with the generator rotor (Figure 10, Item 5). Failure to comply will cause damage to equipment.

NOTE

Assistance is required to perform step 15.

15. Remove end bell (Figure 10, Item 4) and exciter stator winding (Figure 10, Item 10) and place on a suitable work surface.

16. Remove O-ring packing (Figure 10, Item 2) from end bell (Figure 10, Item 4) and discard.
17. Inspect end bell cover (Figure 10, Item 1), end bell (Figure 10, Item 4), and exciter stator winding (Figure 10, Item 10) for signs of metal fractures or fatigue, damaged threads, loose or broken wires, damaged insulation, excessive heat, and/or odor of burned insulation. Replace as required.

END OF TASK

Test Exciter Stator Winding

1. Select Ohms resistance function on multimeter (Figure 11, Item 4).
2. Touch either meter probe (Figure 11, Item 3 or 5) to either pin (Figure 11, Item 2 or 6) of P90 wiring plug (Figure 11, Item 1).
3. Touch second meter probe (Figure 11, Item 3 or 5) to second pin (Figure 11, Item 2 or 6) of P90 wiring plug (Figure 11, Item 1).
4. Observe and record value of resistance.
5. Touch either meter probe (Figure 11, Item 3 or 5) to either pin (Figure 11, Item 2 or 6) of P90 wiring plug (Figure 11, Item 1).
6. Touch second meter probe (Figure 11, Item 3 or 5) to a bare metal area (ground) of exciter stator winding (Figure 10, Item 10).
7. Measure and record value of insulation resistance.

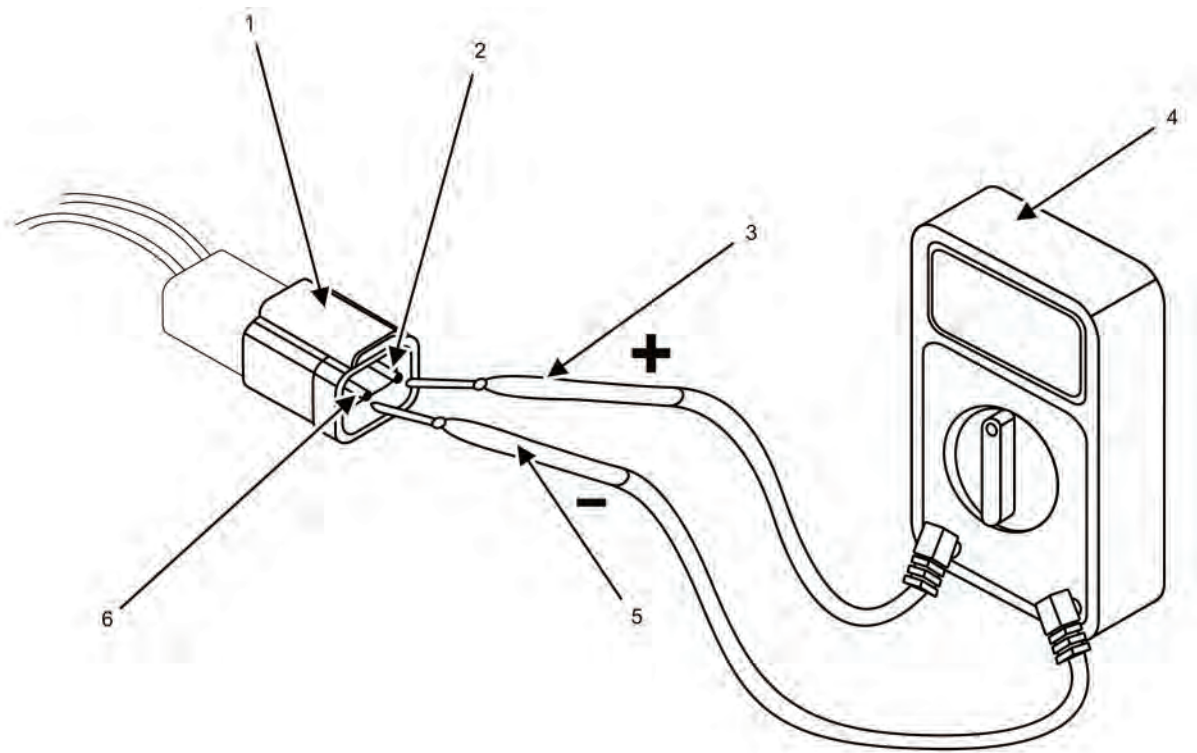


Figure 11. Test 400 Hz Exciter Stator Winding — Detail.

NOTE

Resistance value of exciter stator winding (Figure 10, Item 10) obtained in step 4 should be $12.4 \Omega \pm 10\%$. A resistance value of zero indicates a shorted exciter stator winding (Figure 10, Item 10) and a resistance value of infinity indicates an open exciter stator winding (Figure 10, Item 10).

Insulation resistance value of exciter stator winding (Figure 10, Item 10) to ground obtained in step 7 should be at least 1 M Ω .

8. Compare resistance values obtained in step 4 and step 7 to specifications to determine if exciter stator winding (Figure 10, Item 10) is serviceable.
 - a. Proceed to Replace Exciter Stator Winding task if exciter stator winding (Figure 10, Item 10) is not serviceable.
 - b. Set end bell (Figure 10, Item 4) and exciter stator winding (Figure 10, Item 10) aside for installation if serviceable.

END OF TASK

Replace Exciter Stator Winding

1. Note orientation of P90 wiring plug (Figure 12, Item 5) to aid with installation.
2. Remove four bolts (Figure 12, Item 4) and four lock washers (Figure 12, Item 3) that attach exciter stator winding (Figure 12, Item 2) to end bell (Figure 12, Item 1).
3. Discard four lock washers (Figure 12, Item 3).
4. Remove exciter stator winding (Figure 12, Item 2) from end bell (Figure 12, Item 1).

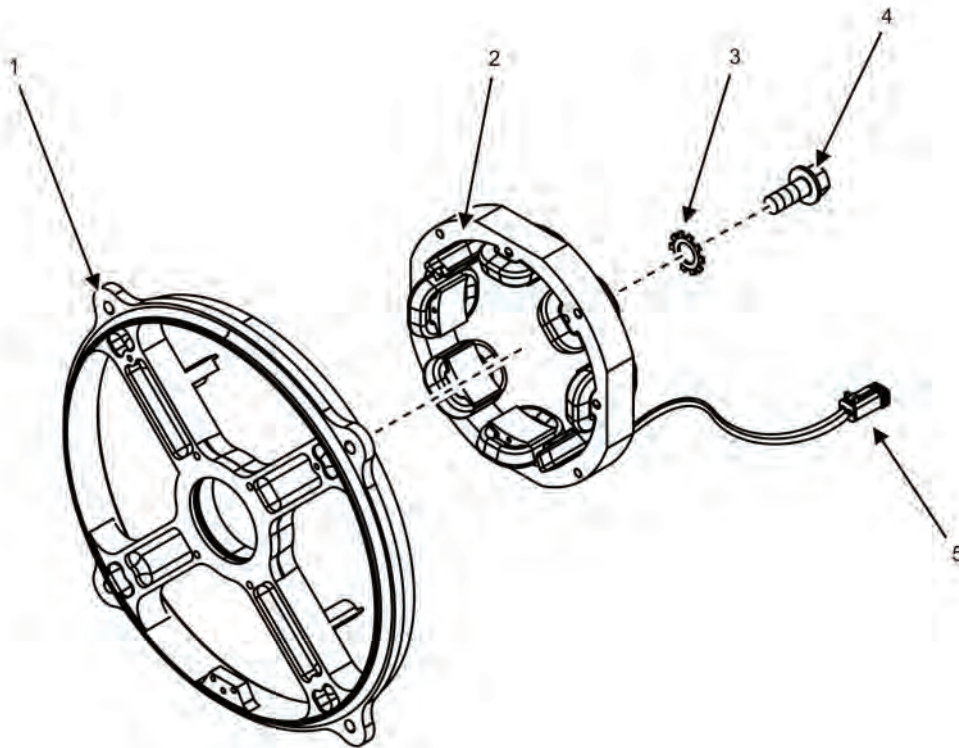


Figure 12. 400 Hz Exciter Stator Winding — Removal.

5. Examine machined surfaces of end bell (Figure 12, Item 1) for corrosion, dirt, and debris where exciter stator winding (Figure 12, Item 2) makes contact. Clean as required.
6. Perform Test Exciter Stator Winding task on new exciter stator winding (Figure 12, Item 2).
7. Examine mating surface of new exciter stator winding (Figure 12, Item 2) visually where it will contact end bell (Figure 12, Item 1).
8. Remove any material from the surface of exciter stator winding (Figure 12, Item 2) that will interfere with mating surfaces of end bell (Figure 12, Item 1).
9. Place exciter stator winding (Figure 12, Item 2) onto end bell (Figure 12, Item 1) using correct P90 wiring plug (Figure 12, Item 5) orientation noted in step 1.
10. Align holes in exciter stator winding (Figure 12, Item 2) with matching holes in end bell (Figure 12, Item 1).
11. Install four bolts (Figure 12, Item 4) and four new lock washers (Figure 12, Item 3) to attach exciter stator winding (Figure 12, Item 2) to end bell (Figure 12, Item 1).
12. Tighten four bolts (Figure 12, Item 4) to torque value of 7.80 ft/lb (10.4 Nm).
13. Set end bell (Figure 12, Item 1) and exciter winding (Figure 12, Item 2) aside for installation.

END OF TASK

Inspect Rectifier and Surge Suppressor

1. Inspect rectifier plates (Figure 13, Items 2 and 5) for signs of corrosion, heat, or damage. Replace as required.
2. Inspect surge suppressor (Figure 14, Item 6) for signs of corrosion, heat, or damage. Replace as required.

END OF TASK

Test Rectifier

CAUTION

Both F1+ and F2- rectifier plates (Figure 13, Items 2 and 5) must be replaced if either rectifier plate (Figure 13, Items 2 or 5) or any diode fails testing. Failure to comply may cause damage to equipment.

If the F1+ and F2- rectifier plates (Figure 13, Items 2 and 5) and Cr1 through Cr6 diodes are not marked as shown in Figure 13, it is imperative that each is identified before it is removed and marked or tagged according to Figure 13. Failure to comply may cause damage to equipment.

1. Mark or tag orientation of each rectifier plate (Figure 13, Items 2 and 5).
2. Mark or tag each wire (Figure 14, Items 3 and 8) as it is removed from diode (Figure 14, Item 4) and terminal studs (Figure 14, Item 5) to aid with installation.
3. Remove nut with captive lock washer (Figure 14, Item 10) and flat washer (Figure 14, Item 9) from terminal F1+ (Figure 14, Item 14).
4. Remove nut with captive lock washer (Figure 14, Item 10) and flat washer (Figure 14, Item 9) from F2- terminal stud (Figure 14, Item 5).
5. Discard two nuts with captive lock washers (Figure 14, Item 10).
6. Remove surge suppressor (Figure 14, Item 6) and place on suitable surface for testing.
7. Remove F1+ generator rotor wire (Figure 13, Item 1) from F1+ terminal stud (Figure 13, Item 9).
8. Remove F2- generator rotor wire (Figure 13, Item 6) from F2- terminal stud (Figure 13, Item 8).

9. Remove nut with captive lock washer (Figure 14, Item 10), flat washer (Figure 14, Item 9), and exciter rotor wire (Figure 14, Item 3) from diode Cr1 (Figure 13, Item 11).
10. Repeat step 9 for remaining diodes.
11. Discard six nuts with captive lock washers (Figure 14, Item 10).
12. Select Ohms resistance function on multimeter (Figure 11, Item 4).
13. Touch negative meter probe (Figure 13, Item 10) to F1+ terminal stud (Figure 13, Item 9) and positive meter probe (Figure 13, Item 12) to diode Cr1 (Figure 13, Item 11). Observe and record resistance value.
14. Touch positive meter probe (Figure 13, Item 12) to F1+ terminal stud (Figure 13, Item 9) and negative meter probe (Figure 13, Item 10) to diode Cr1 (Figure 13, Item 11). Observe and record resistance value.
15. Repeat steps 13 and 14 for remaining diodes of F1+ rectifier plate (Figure 13, Item 2).
16. Touch negative meter probe (Figure 13, Item 10) to F2- terminal stud (Figure 13, Item 8) and positive meter probe (Figure 13, Item 12) to diode Cr4 (Figure 13, Item 7). Observe and record resistance value.
17. Touch positive meter probe (Figure 13, Item 12) to F2- terminal stud (Figure 13, Item 8) and negative meter probe (Figure 13, Item 10) to diode Cr4 (Figure 13, Item 7). Observe and record resistance value.
18. Repeat steps 16 and 17 for remaining diodes of F2- rectifier plate (Figure 13, Item 5).

NOTE

Resistance value obtained in step 13 and step 17 should be $2.74 \text{ M}\Omega \pm 10\%$ and resistance value obtained in step 14 and step 16 should be greater than $27 \text{ M}\Omega$.

Resistance value obtained in step 14 and step 16 will typically be infinite resistance.

19. Compare resistance values obtained in steps 13 through 18 to specifications to determine if rectifier plates (Figure 13, Items 2 and 5) are serviceable.

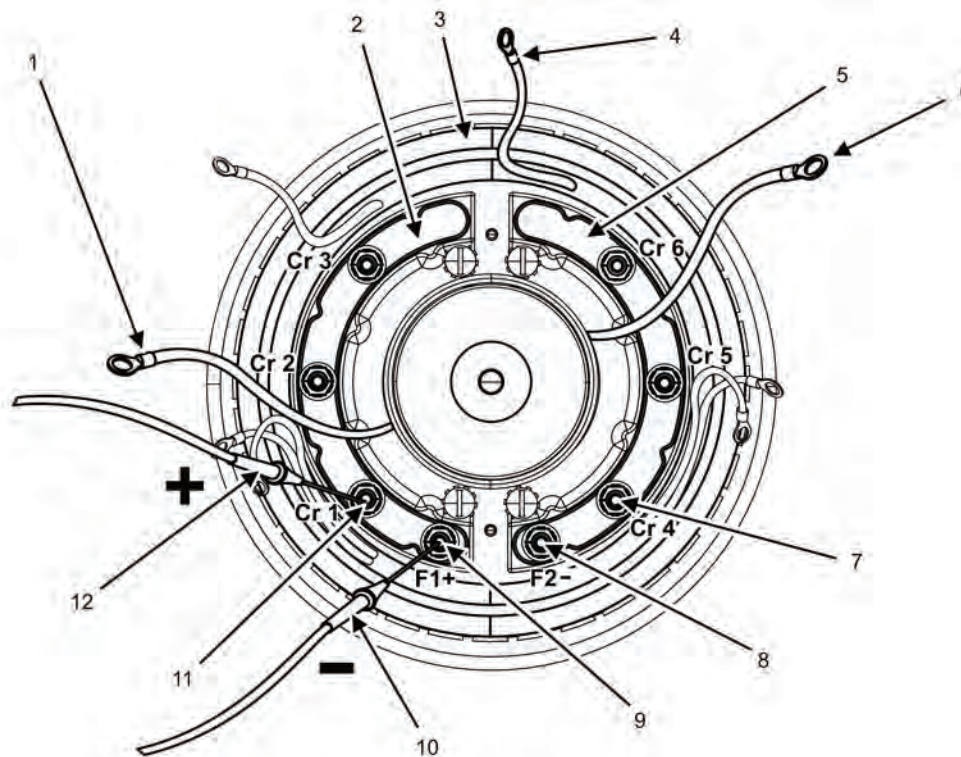


Figure 13. Test 400 Hz Rectifier, Exciter and Generator Rotor.

NOTE

Rectifier plates (Figure 13, Items 2 and 5) may remain attached to exciter rotor (Figure 13, Item 3) unless further tests reveal the need to remove rectifier plates (Figure 13, Items 2 and 5).

20. Proceed to Test Surge Suppressor task if rectifier is serviceable.
21. Proceed to Replace Rectifier task if rectifier is not serviceable.

END OF TASK**Test Surge Suppressor**

1. Select Ohms resistance function on multimeter (Figure 11, Item 4).
2. Touch positive meter probe (Figure 11, Item 3) to either connection point (Figure 14, Item 7) of surge suppressor (Figure 14, Item 6).
3. Touch negative meter probe (Figure 11, Item 5) to opposite connection point of surge suppressor (Figure 14, Item 6). Observe and note resistance value.
4. Reverse points of contact with meter probes (Figure 11, Items 3 and 5). Observe and note resistance value.

NOTE

Resistance value of surge suppressor (Figure 15, Item 6) should be equal when measured front-to-back and back-to-front. An acceptable value is greater than 1 Ω and measured value will typically be infinite resistance.

5. Compare resistance values obtained in step 3 and step 4 to specifications to determine if surge suppressor (Figure 14, Item 6) is serviceable.

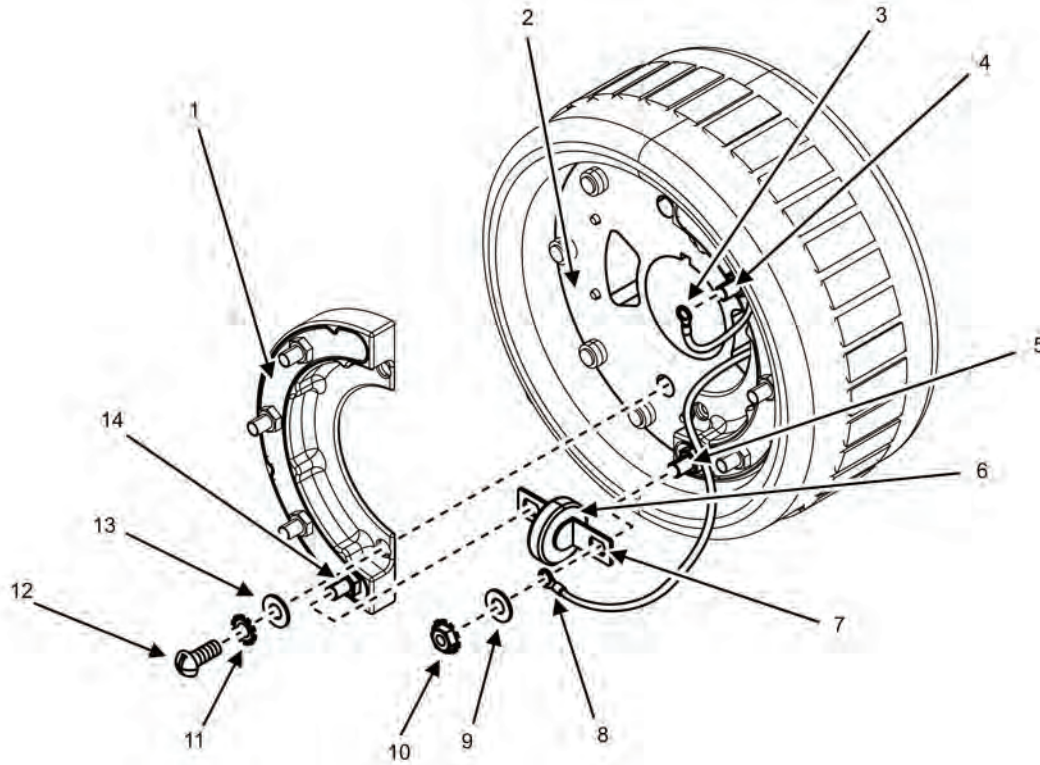


Figure 14. 400 Hz Rectifier Removal — Detail.

6. Set surge suppressor (Figure 15, Item 6) aside for installation if serviceable or replace as required.

END OF TASK

Replace Rectifier

1. Remove two screws (Figure 14, Item 12), two lock washers (Figure 14, Item 11), two flat washers (Figure 14, Item 13), and F1+ rectifier plate (Figure 14, Item 1) from exciter rotor (Figure 14, Item 2).
2. Discard two lock washers (Figure 14, Item 11).
3. Repeat steps 1 and 2 for F2- rectifier plate (Figure 13, Item 5).
4. Inspect mounting surface of exciter rotor (Figure 14, Item 2) where rectifier plates (Figure 13, Items 2 and 5) were attached and clean as required.
5. Perform Test Rectifier task, steps 12 through 19 on new rectifier plates (Figure 13, Items 2 and 5).
6. Align holes in F1+ rectifier plate (Figure 14, Item 1) with holes in exciter rotor (Figure 14, Item 2) using orientation noted in Test Rectifier task, step 1.
7. Install two flat washers (Figure 14, Item 13), two new lock washers (Figure 14, Item 11), and two screws (Figure 14, Item 12) to attach F1+ rectifier plate (Figure 14, Item 1) to exciter rotor (Figure 14, Item 2).
8. Repeat steps 6 and 7 for F2- rectifier plate (Figure 13, Item 5).

END OF TASK

Test Exciter Rotor Winding**NOTE**

Exciter rotor wires (Figure 13, Item 4) are paired according to a specific order. The order of pairs is Cr1 to Cr4, Cr2 to Cr5, and Cr3 to Cr6.

1. Identify each of six numbered exciter rotor wire (Figure 13, Item 4) terminals.
2. Select Ohms resistance function on multimeter (Figure 11, Item 4).
3. Touch either meter probe (Figure 11, Item 3 or 5) to exciter rotor wire (Figure 13, Item 4) terminal identified as Cr1.
4. Touch second meter probe (Figure 11, Item 3 or 5) to exciter rotor wire (Figure 13, Item 4) terminal identified as Cr4.
5. Observe and record value of resistance.
6. Repeat steps 3 through 5 for remaining ordered pairs of exciter rotor wires (Figure 13, Item 4).
7. Touch either meter probe (Figure 11, Item 3 or 5) to exciter rotor wire (Figure 13, Item 4) terminal tagged or marked as Cr1.
8. Touch second meter probe (Figure 11, Item 3 or 5) to bare metal area (ground) of exciter rotor (Figure 13, Item 3).
9. Observe and record value of resistance.
10. Repeat steps 7 through 9 for remaining exciter rotor wire (Figure 13, Item 4) terminals tagged or marked as Cr2 and Cr3.

NOTE

Resistance values obtained in steps 3 through 6 should be $0.5\Omega \pm 10\%$. Accuracy of a multimeter is unreliable when measuring values lower than 1Ω . A measurement value greater than 1Ω or with a $\pm 10\%$ variance for any pair of wires indicates a defective exciter rotor (Figure 13, Item 3).

Resistance values obtained in steps 7 through 10 of each wire to ground should be at least $1\text{ M}\Omega$.

11. Compare resistance values obtained in steps 3 through 6 and steps 7 through 10 to specifications to determine if exciter rotor (Figure 13, Item 3) is serviceable.
12. Proceed to Test Generator Rotor Winding task if exciter rotor (Figure 13, Item 3) is serviceable.

END OF TASK**Test Generator Rotor Winding**

1. Identify generator rotor winding wires tagged or marked F1+ (Figure 13, Item 1) and F2- (Figure 13, Item 6).
2. Select Ohms resistance function on multimeter (Figure 11, Item 4).
3. Touch either meter probe (Figure 11, Item 3 or 5) to F1+ generator rotor wire (Figure 13, Item 1) terminal.
4. Touch second meter probe (Figure 11, Item 3 or 5) to F2- generator rotor wire (Figure 13, Item 6) terminal.
5. Observe and record value of resistance.
6. Touch either meter probe (Figure 11, Item 3 or 5) to F1+ generator rotor wire (Figure 13, Item 1) terminal.
7. Touch second meter probe (Figure 11, Item 3 or 5) to bare metal area (ground) of generator rotor (Figure 10, Item 5).

8. Observe and record value of resistance.

NOTE

Resistance value obtained in steps 3 through 5 should be $2.64 \Omega \pm 10\%$. Measurement value of infinity indicates an open generator rotor winding.

Resistance value obtained in steps 6 through 8 of generator rotor winding to ground should be at least 1 M Ω .

9. Compare resistance values obtained in steps 3 through 5 and steps 6 through 8 to specifications to determine if generator rotor winding is serviceable.
10. Proceed to Test Generator Stator Winding task if generator rotor winding is serviceable.

END OF TASK

Test Generator Stator Winding

1. Identify each of 12 numbered generator output wires (Figure 10, Item 11) that were removed from voltage selection switch during voltage selection switch removal (WP 0058, Remove/Install Voltage Selection Switch) using imprinted wire markers.

NOTE

Generator stator winding output wires (Figure 10, Item 11) are paired according to a specific order. The order of pairs is: T1 – T4, T2 – T5, T3 – T6, T7 – T10, T8 – T11, and T9 – T12.

2. Arrange wires into ordered pairs.
3. Select Ohms resistance function on multimeter (Figure 11, Item 4).
4. Touch either meter probe (Figure 11, Item 3 or 5) to generator output wire terminal marked T1.
5. Touch second meter probe (Figure 11, Item 3 or 5) to generator output wire terminal marked T4.
6. Observe and record value of resistance.
7. Repeat steps 4 through 6 for the remaining ordered pairs of wires.
8. Touch either meter probe (Figure 11, Item 3 or 5) to generator output wire marked T1.
9. Touch second meter probe (Figure 11, Item 3 or 5) to bare metal area (ground) of generator stator (Figure 10, Item 6).
10. Observe and record value of resistance.
11. Repeat steps 8 through 10 for generator output wire terminals marked T2, T3, T7, T8 and T9.

NOTE

Resistance values obtained in steps 4 through 7 should be $0.102 \Omega \pm 10\%$. Accuracy of a multimeter is unreliable when measuring values lower than 1 Ω . A measurement value greater than 1 Ω or with a $\pm 10\%$ variance for any pair of wires indicates a defective generator stator (Figure 10, Item 6).

Resistance values obtained in steps 8 through 11 of each wire to ground should be at least 1 M Ω .

12. Compare the resistance values obtained in steps 4 through 7 and steps 8 through 11 to specifications to determine if generator stator (Figure 10, Item 6) is serviceable.

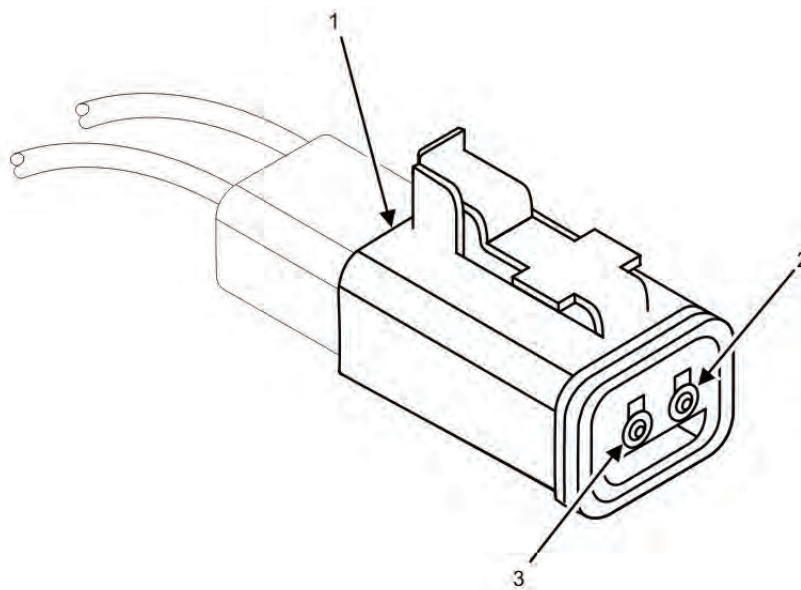


Figure 15. Test 400 Hz Generator Stator Q1/Q2 Winding — Detail.

13. Locate and disconnect Q1/Q2 wiring plug (Figure 15, Item 1) at wire port in generator stator (Figure 10, Item 6).
14. Select Ohms resistance function on multimeter (Figure 11, Item 4).
15. Touch either meter probe (Figure 11, Item 3 or 5) to either wiring plug (Figure 15, Item 1) connector (Figure 15, Item 2 or 3).
16. Touch second meter probe (Figure 11, Item 3 or 5) to second wiring plug (Figure 15, Item 1) connector (Figure 15, Item 2 or 3).
17. Observe and record value of resistance.
18. Touch either meter probe (Figure 11, Item 3 or 5) to either wiring plug (Figure 15, Item 1) connector (Figure 15, Item 2 or 3).
19. Touch second meter probe (Figure 11, Item 3 or 5) to bare metal area (ground) of generator stator (Figure 10, Item 6).
20. Observe and record value of resistance.

NOTE

Resistance value obtained in steps 15 through 17 should be $1.28 \Omega \pm 10\%$.

Resistance value obtained in steps 18 through 20 to ground should be at least 1 M Ω .

21. Compare resistance values obtained in steps 15 through 17 and steps 18 through 20 to specifications to determine if generator stator (Figure 10, Item 6) is serviceable.

END OF TASK

Inspect Bearing

1. Examine bearing (Figure 16, Item 1) for discoloration and corrosion that are signs of heat and contamination damage.
2. Touch outer race of bearing (Figure 16, Item 1) lightly with fingertips and rotate slowly in a back-and-forth motion to feel and listen for any signs of roughness and/or lack of lubrication.
3. Proceed to Replace Bearing task if any signs of damage appear or if bearing (Figure 16, Item 1) does not rotate freely.

END OF TASK**Replace Bearing**

1. Attach bearing puller to bearing (Figure 16, Item 1).

CAUTION

When a bearing (Figure 16, Item 1) is removed for any reason, always install a new bearing (Figure 16, Item 1). Failure to comply may cause damage to equipment.

2. Remove bearing (Figure 16, Item 1) from generator rotor shaft (Figure 16, Item 2).
3. Clean bearing surface of generator rotor shaft (Figure 16, Item 2).
4. Press new bearing (Figure 16, Item 1) onto generator rotor shaft (Figure 16, Item 2).

END OF TASK**Install End Bell**

1. Perform Test Surge Suppressor task on new surge suppressor (Figure 14, Item 6).
2. Place surge suppressor (Figure 14, Item 6) onto F1+ terminal stud (Figure 14, Item 13) and F2- terminal stud (Figure 14, Item 5).
3. Place F1+ generator rotor wire (Figure 13, Item 1) onto F1+ terminal stud (Figure 13, Item 9).
4. Install flat washer (Figure 14, Item 9) and new nut with captive lock washer (Figure 14, Item 10) onto F1+ terminal stud (Figure 14, Item 14).
5. Place F2- generator rotor wire (Figure 13, Item 6) onto F2- terminal stud (Figure 13, Item 8).
6. Install flat washer (Figure 14, Item 9) and new nut with captive lock washer (Figure 14, Item 10) onto F2- terminal stud (Figure 14, Item 5).
7. Place exciter rotor wire (Figure 13, Item 4) tagged or marked Cr1 onto diode tagged or marked Cr1 (Figure 13, Item 11).
8. Install flat washer (Figure 14, Item 9) and new nut with captive lock washer (Figure 14, Item 10) onto diode tagged or marked Cr1 (Figure 13, Item 11).
9. Repeat steps 7 through 8 for remaining exciter rotor wires (Figure 13, Item 4) and diodes marked Cr2 through Cr6.
10. Remove tags or marks that will interfere with generator operation.
11. Install new O-ring packing (Figure 10, Item 2) into end bell (Figure 10, Item 4).
12. Insert P90 wiring plug (Figure 10, Item 8) through wire port in generator stator (Figure 10, Item 9).

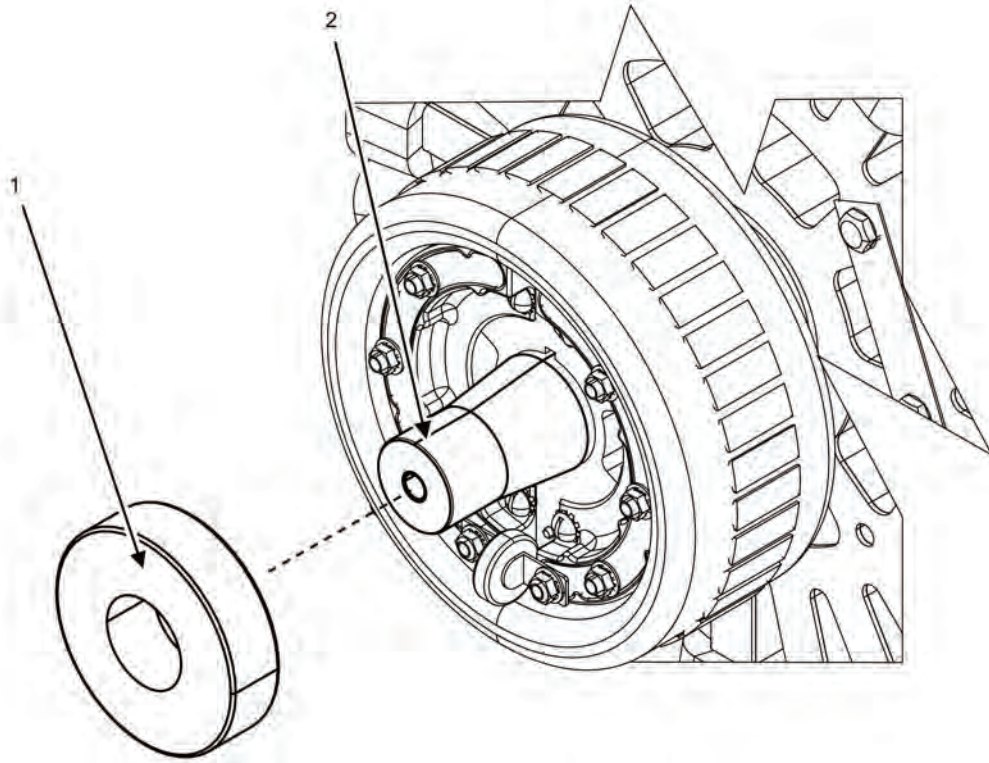


Figure 16. 400 Hz Generator Bearing Removal — Detail.

CAUTION

Use extreme caution when installing end bell (Figure 10, Item 4) onto generator stator (Figure 10, Item 6). End bell (Figure 10, Item 4) is awkward to handle and must be installed without any exciter stator winding (Figure 10, Item 10) contact with the generator rotor (Figure 10, Item 5). Failure to comply will cause damage to equipment.

13. Align tag or mark on end bell (Figure 10, Item 4) with corresponding tag or mark on generator stator (Figure 10, Item 6).
14. Push end bell (Figure 10, Item 4) mating surface evenly into matching machined surface of generator stator (Figure 10, Item 6).

NOTE

End bell (Figure 10, Item 4) may resist installation onto bearing (Figure 10, Item 7). Use a tool that will not damage end bell to tap various points around outside of bearing mating surface until end bell machined surface makes contact with generator stator (Figure 10, Item 6) machined surface.

15. Examine area between end bell (Figure 10, Item 4) machined surface and generator stator (Figure 10, Item 6) machined surface to ensure distance is even.
16. Insert four bolts (Figure 10, Item 14) and four washers (Figure 10, Item 13) into each mounting hole until threads are engaged with generator stator (Figure 10, Item 6).
17. Tighten each bolt (Figure 10, Item 14) gradually in crisscross sequence using the same number of turns each time for each bolt (Figure 10, Item 14) to draw end bell (Figure 10, Item 4) into the generator stator (Figure 10, Item 6).
18. Verify end bell (Figure 10, Item 4) machined surface has fully engaged generator stator (Figure 10, Item 6).

19. Use Remove End Bell task, steps 10 through 15 if end bell (Figure 10, Item 4) machined surface does not fully engage the generator stator (Figure 10, Item 6) machined surface. Repeat steps 13 through 18 as required.
20. Loosen four bolts (Figure 10 Item 14) that attach end bell (Figure 10, Item 4) to generator stator (Figure 10, Item 6) one-half to three-quarters turn.
21. Remove lower two bolts (Figure 10, Item 14) and two washers (Figure 10, Item 13) that attach end bell (Figure 10, Item 4) to generator stator (Figure 10, Item 6).
22. Install ground strap (Figure 10, Item 3) according to location noted in Remove End Bell task, step 9.
23. Install generator output wires (Figure 10, Item 11) and generator output wire clamp (Figure 10, Item 12) according to location noted in Remove End Bell task, step 10.
24. Reinstall lower two bolts (Figure 10, Item 14) and two washers (Figure 10, Item 13) that attach end bell (Figure 10, Item 4) to generator stator (Figure 10, Item 6).
25. Tighten four bolts (Figure 10, Item 14) to torque value of 27-30 ft/lb (36-40 Nm).
26. Pull excess P90 wiring plug (Figure 10, Item 8) wire from wire port in generator stator (Figure 10, Item 9) to length tagged or marked in Remove End Bell task, step 12.
27. Align holes in end bell cover (Figure 10, Item 1) with matching holes in end bell (Figure 10, Item 4).
28. Install upper two screws (Figure 10, Item 16) and two new lock washers (Figure 10, Item 17) to loosely attach end bell cover (Figure 10, Item 1) to end bell (Figure 10, Item 4).
29. Install screw (Figure 10, Item 16), new lock washer (Figure 10, Item 17), and two shielded wire terminals (Figure 10, Item 15) according to location noted in Remove End Bell task, step 4 into lower end bell cover (Figure 10, Item 1) hole.
30. Tighten three screws (Figure 10, Item 16) to torque value of 20 in/lb (20.5 Nm).
31. Remove tags or marks that will interfere with generator operation.
32. Connect P90 wiring plug (Figure 10, Item 8) generator output wire clamp (Figure 10, Item 12).
33. Install voltage selection switch (WP 0058, Remove/Install Voltage Selection Switch).
34. Install relay panel (WP 0050, Remove/Install Relay Panel).
35. Install fuel tank (WP 0047, Remove/Install Fuel Tank).
36. Install interior body panels (WP 0033, Remove/Install Interior Body Panels).
37. Install left-side body panel (WP 0031, Remove/Install Left-Side Body Panel).
38. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
39. Install rear body panel (WP 0030, Remove/Install Rear Body Panel).
40. Connect negative battery cable (WP 0036, Remove /Install Batteries).
41. Close generator set doors.
42. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
43. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
44. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL CONTACTOR

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Contactor, electrical (1) (WP 0115, Repair Parts List, Figure 15, Item 1)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0057, Remove/Install Output Terminal Board

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Right-side panel removed (WP 0032, Remove/Install Right-Side Panel)

REMOVE/INSTALL CONTACTOR**Remove Contactor**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate contactor (Figure 1).
3. Remove cable entry guard and output terminal board (WP 0057, Remove/Install Output Terminal Board).
4. Remove two screws and captive flat washers (Figure 2, Item 2) securing contactor cover (Figure 2, Item 1).
5. Remove contactor cover (Figure 2, Item 1).

NOTE

Prior to disassembly, tag all leads for identification. Tags will be used as a guide during reassembly.

Contactor (Figure 4) is labeled. Label each lead according to the location label on the contactor to aid in installation.

6. Tag six electrical leads (Figure 3, Item 1) on contactor (Figure 2, Item 4) according to location labels on contactor (Figure 4).

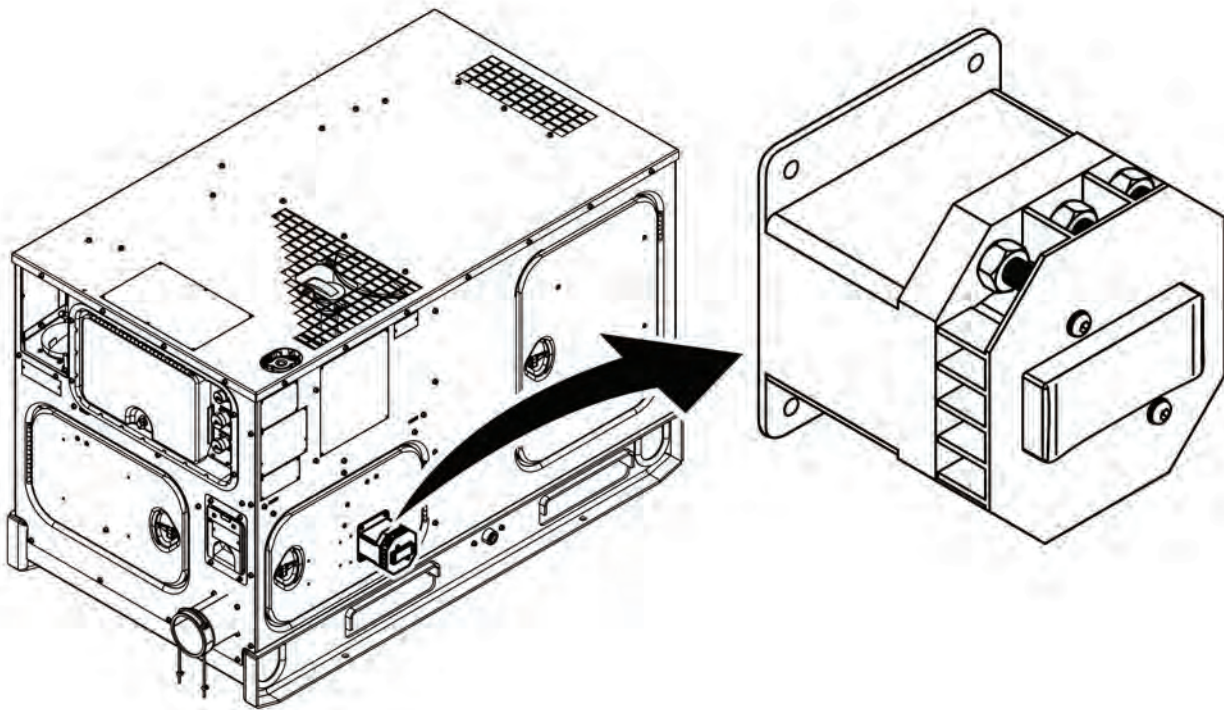


Figure 1. Contactor — Location.

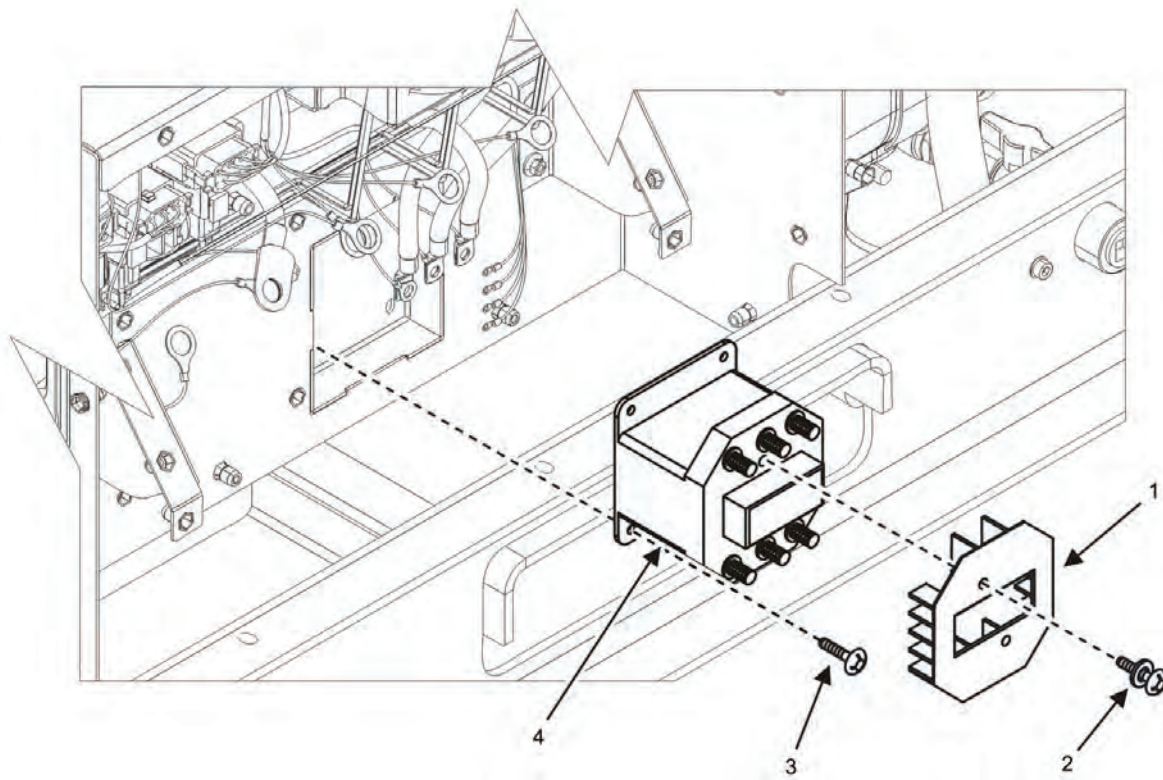


Figure 2. Contactor — Details.

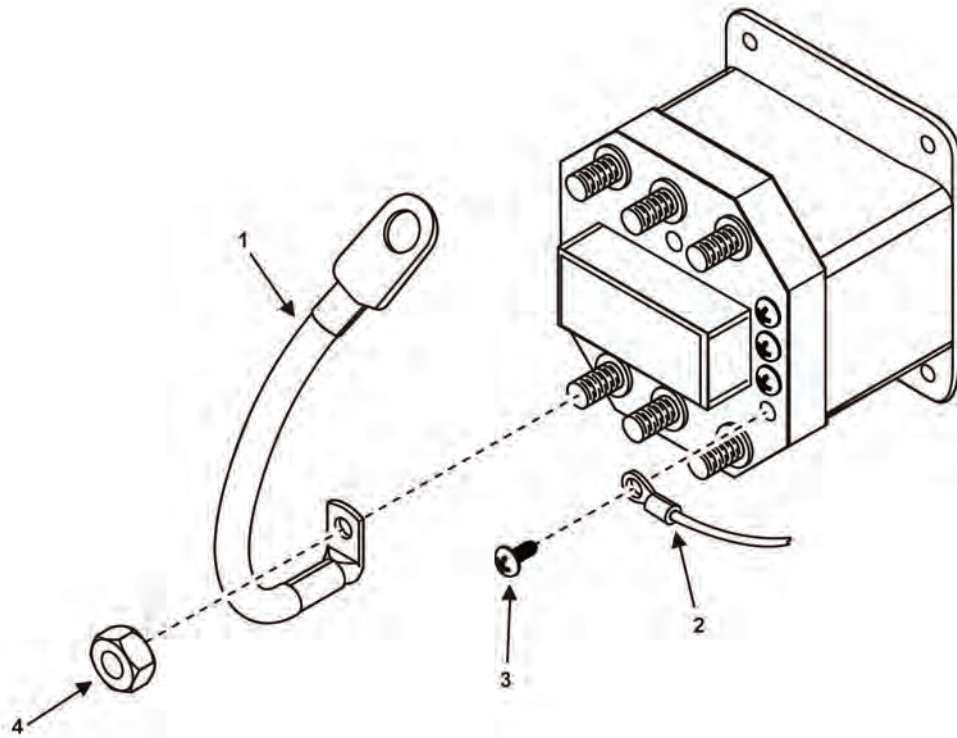


Figure 3. Contactor Wire — Removal.

7. Remove six hex nuts (Figure 3, Item 4) securing electrical leads (Figure 3, Item 1) to contactor (Figure 2, Item 4).
8. Remove six electrical leads (Figure 3, Item 1) from contactor (Figure 2, Item 4).
9. Tag four wiring harness electrical leads (Figure 3, Item 2) on contactor (Figure 2, Item 4).
10. Remove four screws (Figure 3, Item 3) securing wiring harness electrical leads (Figure 3, Item 2) to contactor (Figure 2, Item 4).
11. Inspect electrical leads (Figure 3, Item 1) (Figure 3, Item 2) for damage and replace as required.
12. Remove four screws (Figure 2, Item 3) that secure contactor (Figure 2, Item 4) to output box.
13. Remove contactor (Figure 2, Item 4) from output box and place on a suitable work surface.

END OF TASK

Inspect Contactor

1. Inspect contactor cover (Figure 2, Item 1) for cracks and damage and replace contactor (Figure 2, Item 4) as required.
2. Inspect two contactor cover screws (Figure 2, Item 2) for worn threads and damaged captive flat washer and other signs of obvious damage and replace contactor (Figure 2, Item 4) as required.
3. Inspect contactor (Figure 2, Item 4) for signs of obvious damage and replace as required.
4. Inspect all mounting hardware and replace as required.

END OF TASK

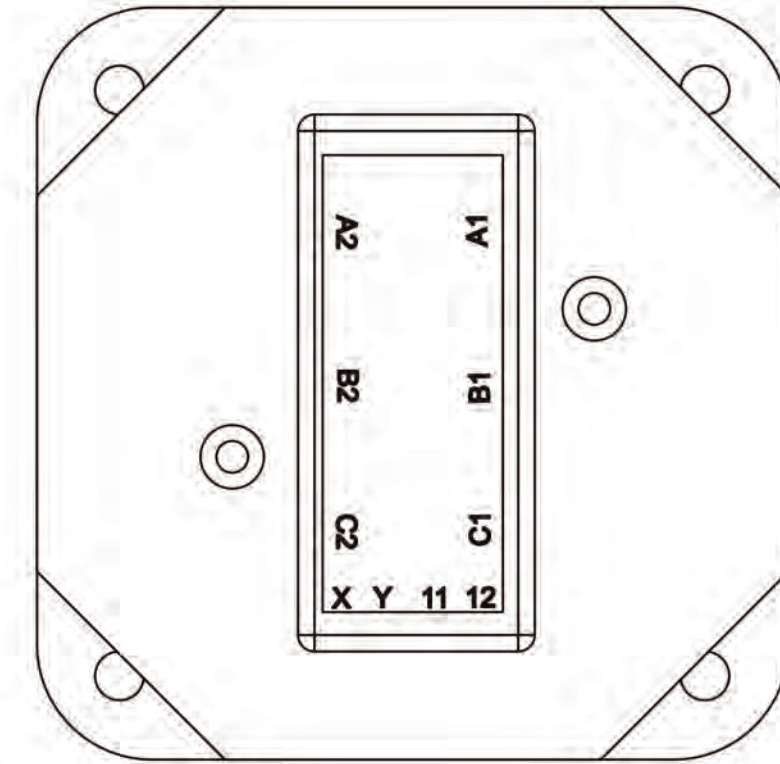
Test Contactor

Figure 4. Contactor Wire Labels.

1. Remove contactor (Figure 5, Item 2). See Remove Contactor task.
2. Remove two screws and captive washers (Figure 5, Item 3) securing contactor cover (Figure 5, Item 1) to contactor (Figure 5, Item 2) if not already removed.
3. Remove contactor cover (Figure 5, Item 1) if not already removed.

NOTE

Terminals A1 through C1 (Figure 5) are for the wiring from the voltage selection switch and A2 through C2 (Figure 5) are for the output box terminal wires. Terminals X and Y (Figure 5) are for the wires that energize the contactor coil. Terminals 11 and 12 (Figure 5) are for wires for the auxiliary contact.

4. Measure the resistance between each terminal of the input side of contactor (Figure 5, Item 2) (Terminals A1 through C1) and output side of contactor (Figure 5, Item 2) (Terminals A2 through C2). Ensure resistance between any two terminals is infinite or high (approximately 100,000 Ohms (Ω) or more).
5. Replace contactor (Figure 5, Item 2) if a low (10 Ω or less) or zero Ω value is obtained. See Install Contactor task.

NOTE

Resistance reading between terminals X and Y should be $47\ \Omega \pm 10\%$.

6. Measure the resistance between terminals X and Y (Figure 5) using a multimeter set to test resistance.
7. Replace contactor (Figure 5, Item 2) if reading is outside of specification. See Install Contactor task.

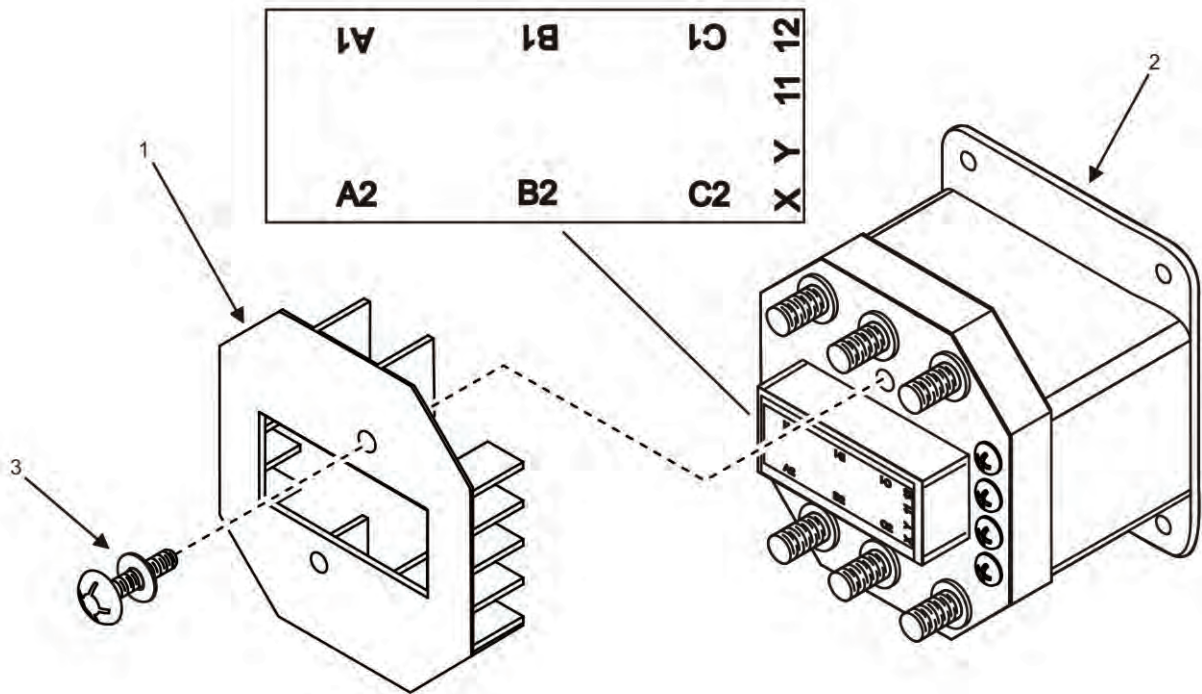


Figure 5. Contactor — Terminals.

8. Measure for continuity between terminals 11 and 12 (Figure 5) and between each terminal and ground using a multimeter set to test continuity.
9. Replace contactor (Figure 5, Item 5) if continuity is found. See Install Contactor task.

NOTE

Any continuity measurement between wires A1, B1, and C1 with wires installed to contactor terminals A1 through C1 will result in continuity through the voltage selection switch. Ensure wires are removed when checking for continuity between terminals A1, B1, and C1 to obtain proper measurement.

10. Measure resistance between each contactor terminal (11, 12, A1, A2, B1, B2, C1, and C2) (Figure 5) using a multimeter set to test resistance. Ensure resistance between any two terminals is infinite or high.
11. Replace contactor (Figure 5, Item 2) if a low or zero Ω value is obtained. See Install Contactor task.
12. Measure resistance between terminal X and each terminal (11, 12, A1, A2, B1, B2, C1, and C2) (Figure 5) using a multimeter set to test resistance. Ensure resistance between X and any other terminal is infinite or high.
13. Replace contactor (Figure 5, Item 2) if resistance is low or zero Ω . See Install Contactor task.
14. Measure resistance between terminal Y and each terminal (11, 12, A1, A2, B1, B2, C1, and C2) (Figure 5) using a multimeter set to test resistance. Ensure resistance between Y and any other terminal is infinite or high.
15. Replace contactor (Figure 5, Item 2) if resistance is low or zero Ω . See Install Contactor task.

END OF TASK

Install Contactor

1. Position contactor (Figure 2, Item 4) to mounting location in output box and align the mounting holes.
2. Secure contactor (Figure 2, Item 4) to mounting location in output box by installing four screws (Figure 2, Item 3). Torque screws to 53 – 62 in/lb (6 – 7 Nm).

NOTE

Identification tags should remain in place until the output box is completely reassembled and has been tested for proper operation.

Apply a thin coat of electrically conductive grease to all electrical connections prior to assembly.

3. Install six electrical leads (Figure 3, Item 1) to contactor (Figure 2, Item 4) using tags and identification labels on contactor (Figure 4).
4. Secure six electrical leads (Figure 3, Item 1) with hex nuts (Figure 3, Item 4). Torque to 69 – 85 in/lb (8 – 10 Nm).
5. Position wiring harness electrical leads (Figure 3, Item 2) to contactor (Figure 2, Item 4) using tags from removal.
6. Install wiring harness electrical leads (Figure 3, Item 2) to contactor (Figure 2, Item 4) with four screws (Figure 3, Item 3).
7. Position contactor cover (Figure 2, Item 1) over contactor (Figure 2, Item 4).
8. Secure contactor cover (Figure 2, Item 1) with two screws with captive flat washers (Figure 2, Item 2).
9. Install cable entry guard and output terminal board (WP 0057, Remove/Install Output Terminal Board).
10. Install right-side body panel (WP 0032, Remove/Install Right-Side Panel).
11. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
12. Close generator set doors.
13. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
14. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
15. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL OUTPUT TERMINAL BOARD

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 1/2" Drive, 250 FT-LB (WP 0162, Table 2, Item 50)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB (WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Board, connection (1) (WP 0116, Repair Parts List, Figure 16, Item 4)

Nut, lock 3/8-16 UNC-28, brass (4) (WP 0116, Figure 16, Item 5)

Nut, nylon lock 1/2-13 stainless steel (5) (WP 0116, Figure 16, Item 10)

Terminal stud, load (5) (WP 0116, Figure 16, Item 13)

Brush, wire, scratch, brass (WP 0163, Expendable and Durable Items List, Item 8)

Materials/Parts

Grease, electrically conductive (WP 0163, Item 21)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Right-side panel removed (WP 0032, Remove/Install Right-Side Body Panel)

REMOVE/INSTALL OUTPUT TERMINAL BOARD**Remove Output Terminal Board**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate output terminal board in output box (Figure 1).

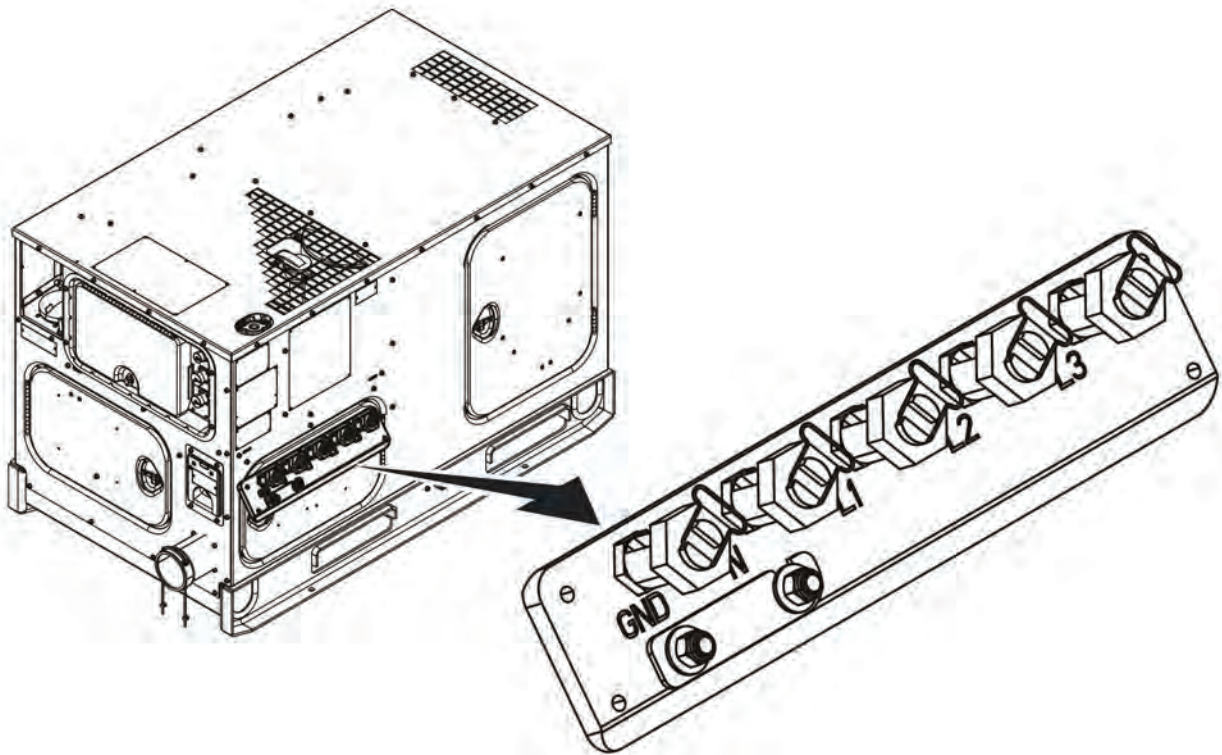


Figure 1. Output Terminal Board — Location.

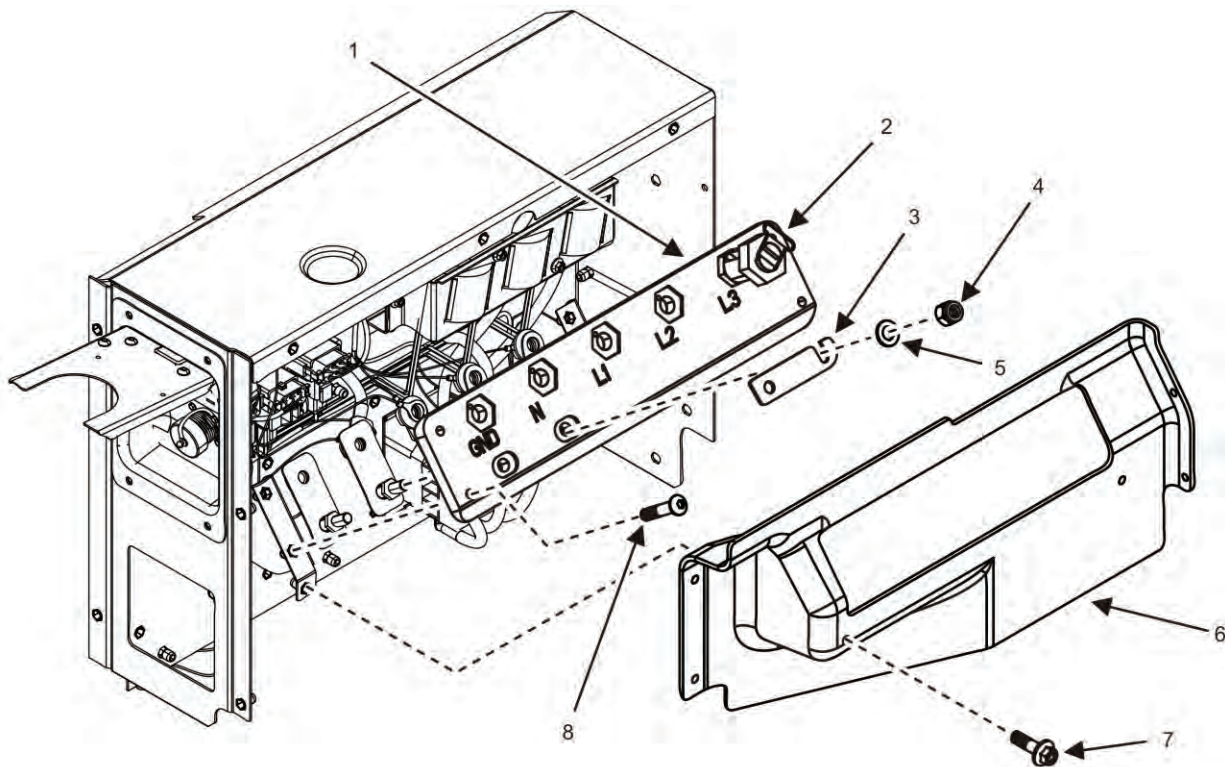


Figure 2. Output Terminal Board — Detail.

3. Remove five screws (Figure 2, Item 7) securing cable entry guard (Figure 2, Item 6) over output terminal board (Figure 2, Item 1).
4. Inspect cable entry guard (Figure 2, Item 6) and screws (Figure 2, Item 7) for obvious signs of damage and replace as required.
5. Remove four screws (Figure 2, Item 8) securing output terminal board (Figure 2, Item 1) to output box.
6. Position output terminal board (Figure 2, Item 1) to access underside of board.

NOTE

Figure 3 is shown from the rear of the output terminal board to aid in visualization.

Five large terminal studs (Figure 2, Item 2) are secured to the output terminal board (Figure 2, Item 1). Some terminal studs (Figure 2, Item 2) may have multiple wires (Figure 3, Item 10). Neutral (N) terminal stud also secures wire (not shown) from convenience receptacle to rear of output terminal board (Figure 2, Item 1). Ground (GND) terminal stud also secures grounding straps (not shown) to rear of output terminal board (Figure 2, Item 1).

The procedure for removing wires (Figure 3, Item 10) is the same for all five terminal studs (Figure 3, Item 3). GND and N terminal stud positions have ground busbars (Figure 3, Item 5) installed to the rear and a neutral busbar (Figure 2, Item 3) installed to the front of the output terminal board (Figure 2, Item 1). To aid installation, tag all wires and connectors prior to removal.

7. Tag all wires (Figure 3, Item 10) according to their terminal stud (Figure 3, Item 3) location on output terminal board (Figure 2, Item 1).
8. Remove nylon lock nut (Figure 3, Item 8) and flat washer (Figure 3, Item 9) securing terminal stud (Figure 3, Item 3) to output terminal board (Figure 2, Item 1). Discard nylon lock nut (Figure 3, Item 8).
9. Remove wires (Figure 3, Item 10) and flat washers (Figure 3, Item 1) from terminal stud (Figure 3, Item 3).
10. Repeat steps 8 and 9 for all remaining wires (Figure 3, Item 10) on output terminal board (Figure 2, Item 1).
11. Remove nut (Figure 3, Item 2) securing terminal stud (Figure 3, Item 3) to output terminal board (Figure 2, Item 1).
12. Repeat step 11 for all remaining terminal studs (Figure 3, Item 3) on output terminal board (Figure 2, Item 1).
13. Remove terminal studs (Figure 3, Item 3) from output terminal board (Figure 2, Item 1).
14. Remove two GND busbar lock nuts (Figure 3, Item 7) and two flat washers (Figure 3, Item 6) that secure ground busbars (Figure 3, Item 5) on rear of output terminal board (Figure 2, Item 1).
15. Remove output terminal board (Figure 2, Item 1) from output box and place on a suitable work surface.
16. Remove lock nuts (Figure 2, Item 4) and washers (Figure 2, Item 5) that secure neutral busbar (Figure 2, Item 3) to front of output terminal board (Figure 2, Item 1).
17. Remove busbar studs (Figure 3, Item 3) from output terminal board (Figure 2, Item 1).

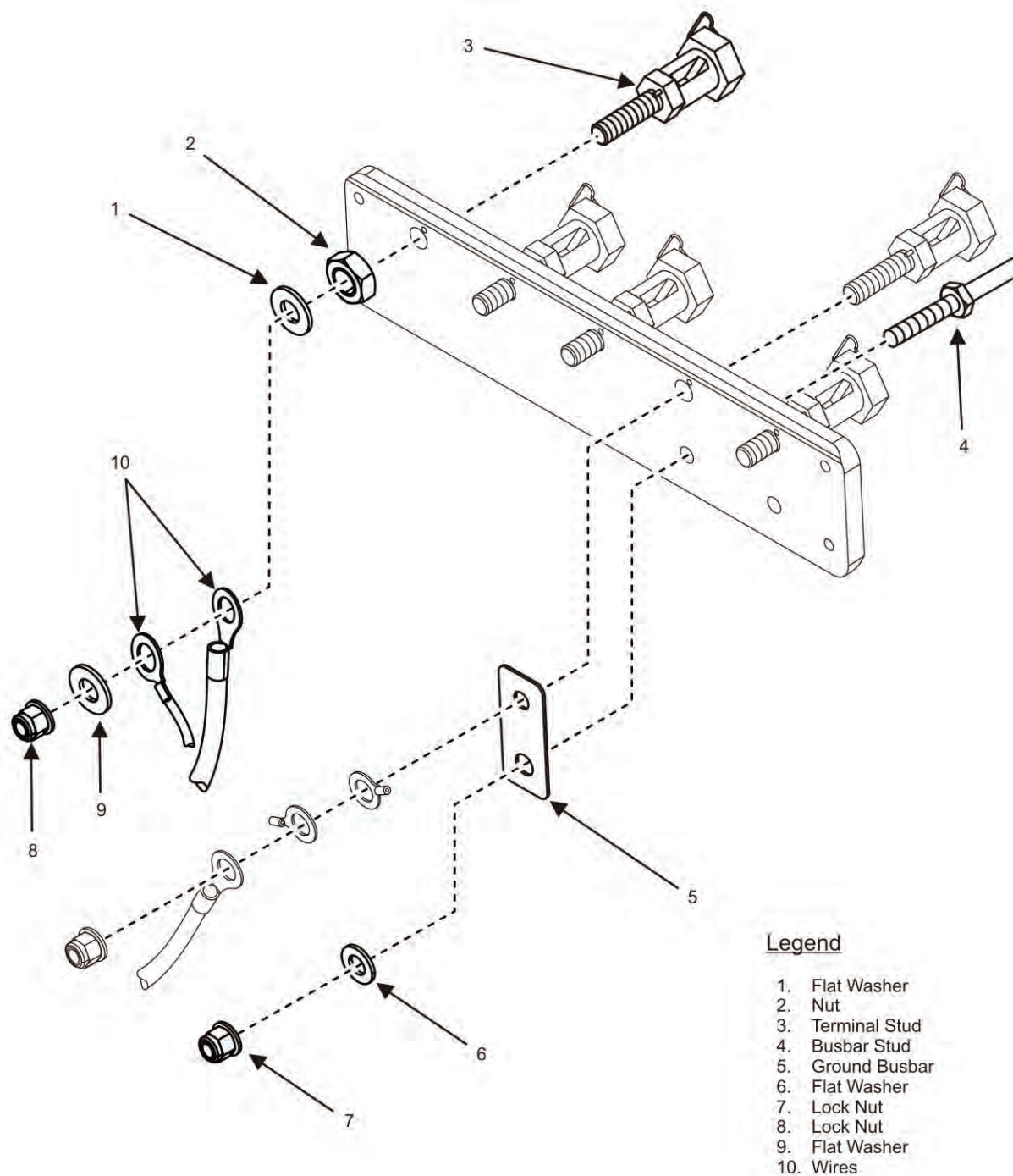


Figure 3. Output Terminal Board Detail — Reverse Side.

END OF TASK

Inspect Output Terminal Board

1. Inspect output terminal board (Figure 2, Item 1) for cracks or other damage. Replace as required.
2. Inspect cable entry guard (Figure 2, Item 6) for cracks or other signs of obvious damage and replace as required.
3. Inspect all nuts, washers, and screws for obvious signs of damage and replace as required.
4. Inspect terminal studs (Figure 2, Item 2) for damage or corrosion.
5. Inspect wires (Figure 3, Item 10) for fraying, cracks, or corrosion. Repair wires (Figure 3, Item 10) or replace as required.
6. Remove minor corrosion from wires (Figure 3, Item 10) using wire brush.
7. Inspect ground busbars (Figure 3, Item 4) and neutral busbar (Figure 2, Item 3) for damage and replace as required.

END OF TASK**Install Output Terminal Board**

1. Install two busbar studs (Figure 3, Item 4) through output terminal board (Figure 2, Item 1).
2. Install two new GND busbar lock nuts (Figure 3, Item 7), two flat washers (Figure 3, Item 6), and two busbar studs (Figure 3, Item 4) that secure ground busbars (Figure 3, Item 5) on rear of output terminal board (Figure 2, Item 1).
3. Install lock nuts (Figure 2, Item 4) and washers (Figure 2, Item 5) that secure neutral busbar (Figure 2, Item 3) to front of output terminal board (Figure 2, Item 1).
4. Tighten lock nuts (Figure 2, Item 4) (Figure 3, Item 7) to a torque value of 10 – 13 ft/lb (14 – 18 Nm).

NOTE

Five large terminal studs (Figure 2, Item 2) are secured to the output terminal board (Figure 2, Item 1). Some terminal studs (Figure 2, Item 2) may have multiple wires (Figure 3, Item 10). N terminal stud also secures wire (not shown) from convenience receptacle to rear of output terminal board (Figure 2, Item 1). GND terminal stud also secures grounding straps (not shown) to rear of output terminal board (Figure 2, Item 1).

The procedure for installing wires (Figure 3, Item 10) is the same for all five terminal studs (Figure 3, Item 3). GND and N terminal stud positions have ground busbars (Figure 3, Item 5) installed to the rear and a neutral busbar (Figure 2, Item 3) installed to the front of the output terminal board (Figure 2, Item 1).

5. Insert terminal stud (Figure 2, Item 2) through opening in front of output terminal board (Figure 2, Item 1).
6. Install nut (Figure 3, Item 2) to attach output terminal stud (Figure 3, Item 3) to output terminal board (Figure 2, Item 1).
7. Torque each nut (Figure 3, Item 2) to 27 – 33 ft/lb (36 – 44 Nm).
8. Install flat washer (Figure 3, Item 1) to back of terminal stud (Figure 3, Item 3).
9. Install appropriately tagged wires (Figure 3, Item 10) over back of terminal stud (Figure 3, Item 3).
10. Install flat washer (Figure 3, Item 9) to back of output terminal stud (Figure 3, Item 3).
11. Install new nylon lock nut (Figure 3, Item 8) over wires (Figure 3, Item 10).

NOTE

Two wrenches are required to connect this lock nut (Figure 3, Item 8).

12. Tighten new nylon lock nut (Figure 3, Item 8) to a torque value of 27 – 33 ft/lb (36 – 44 Nm).
13. Repeat steps 5 through 12 to attach all remaining terminal studs (Figure 3, Item 3) and wires (Figure 3, Item 10) to output terminal board (Figure 2, Item 1).
14. Position output terminal board (Figure 2, Item 1) on output box.
15. Secure output terminal board (Figure 2, Item 1) to output box with four screws (Figure 2, Item 8).
16. Torque screws (Figure 2, Item 8) to 89 – 106 in/lb (10 – 12 Nm).
17. Position cable entry guard (Figure 2, Item 6) over output terminal board (Figure 2, Item 1).
18. Install five screws (Figure 2, Item 7) securing cable entry guard (Figure 2, Item 6) to output terminal board (Figure 2, Item 1).
19. Torque screws (Figure 2, Item 7) to 25 – 31 in/lb (3 – 4 Nm).
20. Install right-side body panel (WP 0032, Remove/Install Right-Side Panel).
21. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
22. Close generator set doors.
23. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
24. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
25. Repair as required.
26. Remove identification tags.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL VOLTAGE SELECTION SWITCH

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB (WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Switch, rotary (1) (WP 0117, Repair Parts List, Figure 17, Item 20)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Pad, scouring (WP 0163, Item 28)

Personnel Required

91D (1)

References

WP 0061, Remove/Install Printed Circuit Board Module

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL VOLTAGE SELECTION SWITCH**Remove Voltage Selection Switch**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open output terminal box door.
3. Remove five screws that secure cover of output terminal box.
4. Remove cover from output terminal box.
5. Inspect cover for signs of obvious damage and replace as required. Otherwise, set aside for reuse.
6. Locate voltage selection switch (Figure 1).

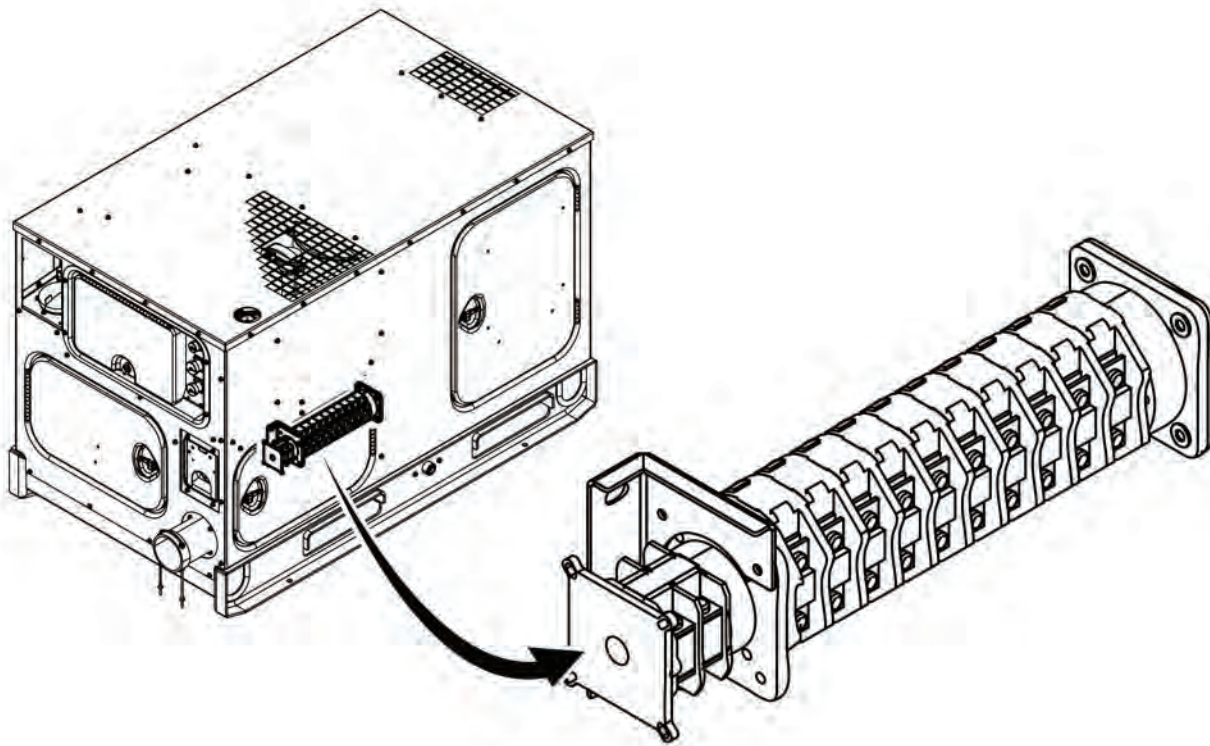


Figure 1. Voltage Selection Switch — Location.

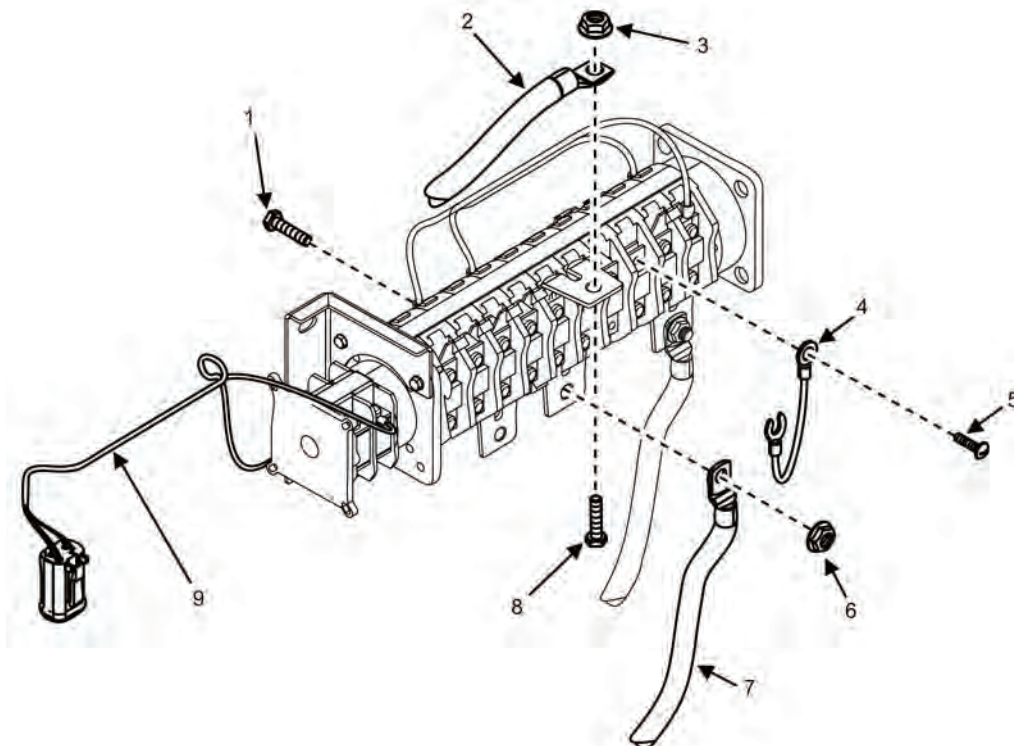


Figure 2. Voltage Selection Switch Wire — Removal.

NOTE

Prior to removal, tag all electrical wires, cables, and connectors for identification. Tags will be used as a guide during installation.

7. Tag three electrical leads (Figure 2, Item 7) to voltage selection switch (Figure 1).
8. Remove three nuts (Figure 2, Item 6) and three screws (Figure 2, Item 1) securing electrical leads (Figure 2, Item 7) to voltage selection switch (Figure 1).
9. Remove three electrical leads (Figure 2, Item 7) from voltage selection switch (Figure 1).
10. Tag electrical lead (Figure 2, Item 2) at top of voltage selection switch (Figure 1).
11. Remove hex flange screw (Figure 2, Item 8) and nut (Figure 2, Item 3) that secures electrical lead (Figure 2, Item 2) on top plate of voltage selection switch (Figure 1).
12. Remove electrical lead (Figure 2, Item 2) from top of voltage selection switch.
13. Tag and remove wiring harness (Figure 2, Item 9) from printed circuit board module (WP 0061, Remove/Install Printed Circuit Board Module).
14. Inspect wiring harness (Figure 2, Item 9) for signs of obvious damage and replace as required.
15. Open right-side door.

NOTE

Replacement voltage selection switch includes a new handle and gasket. Figure 3 shows output box with components removed for clarity.

16. Loosen set screw (Figure 3, Item 2) in center of voltage selection switch handle (Figure 3, Item 1) that secures voltage selection switch handle (Figure 3, Item 1) to voltage selection switch (Figure 4, Item 6).
17. Remove four flare nuts (Figure 4, Item 1) that secure voltage selection switch (Figure 4, Item 6) and mounting plate (Figure 4, Item 2) to right-side of output box.
18. Remove two screws (Figure 4, Item 5) that secure mounting bracket (Figure 6, Item 1) to output box.
19. Reposition voltage selection switch (Figure 4, Item 6) to allow access to electrical wiring.

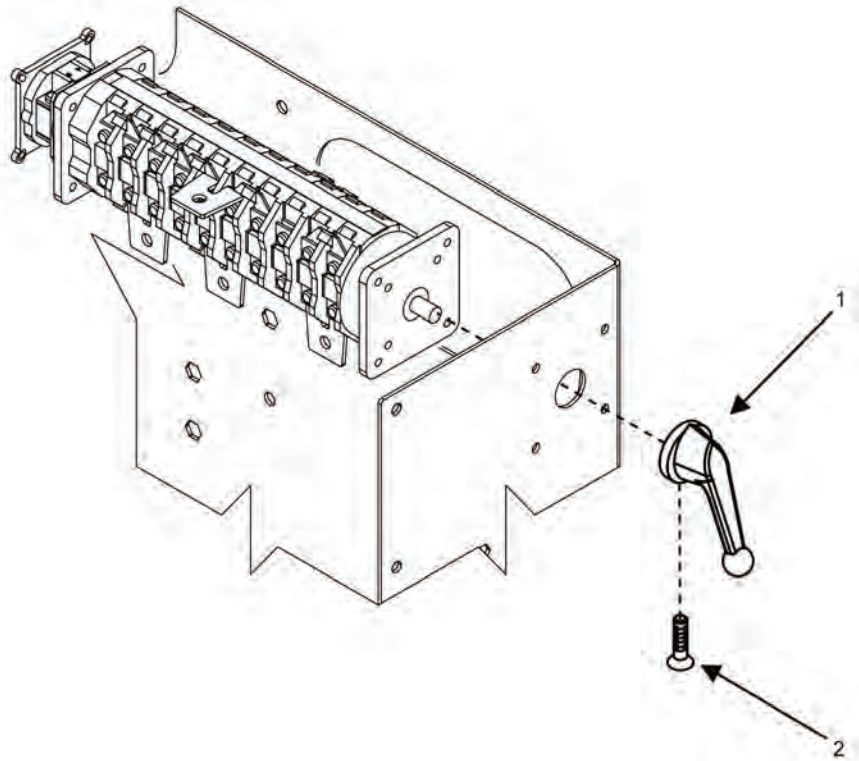


Figure 3. Voltage Selection Switch Handle — Removal.

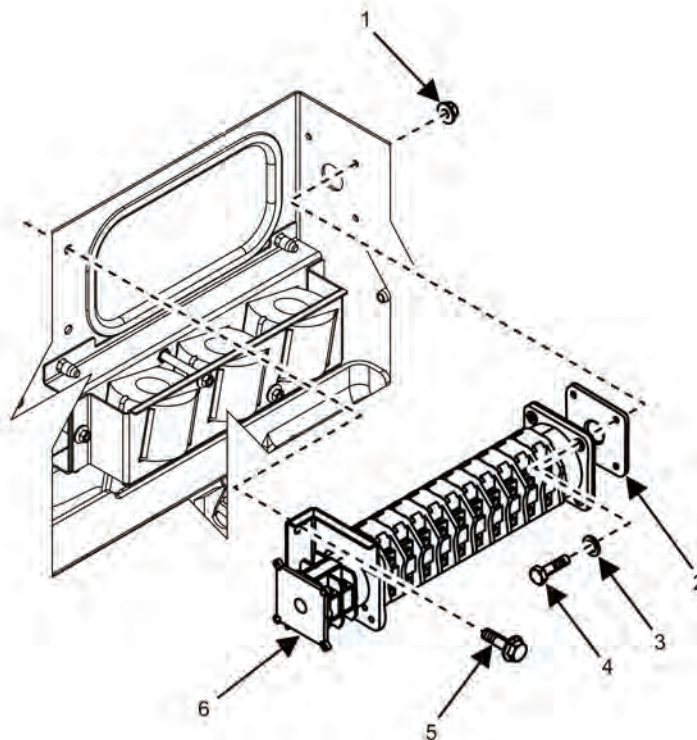


Figure 4. Voltage Selection Switch — Removal.

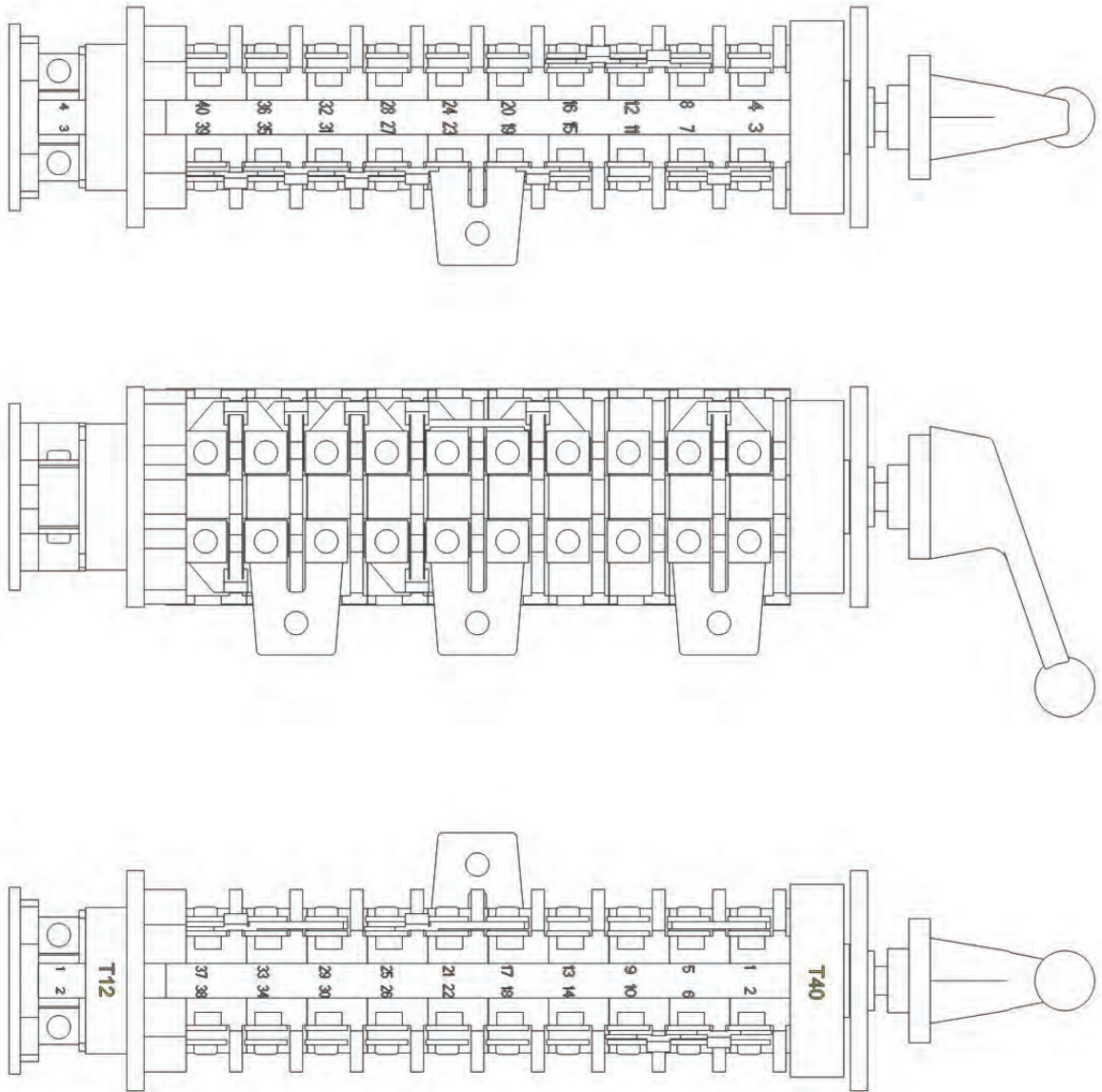


Figure 5. Voltage Selection Switch Wire Labels.

NOTE

Voltage selection switch is labeled (Figure 5). Label each wire according its location label on the voltage selection switch (Figure 4, Item 6) to aid in installation.

20. Tag electrical wires (Figure 2, Item 4) on voltage selection switch according to location label (Figure 5).

21. Remove screws (Figure 2, Item 5) securing electrical wires (Figure 2, Item 4) to voltage selection switch (Figure 4, Item 6).
22. Inspect electrical wires (Figure 2, Item 4) for damage and replace as required.

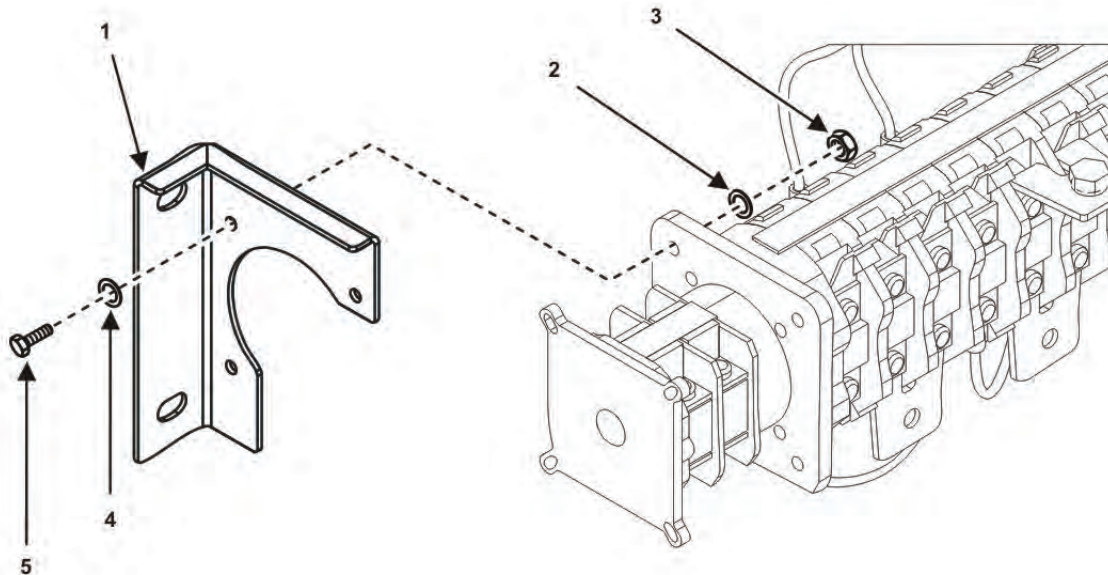


Figure 6. Voltage Selection Switch Mounting Bracket — Removal.

23. Remove three nuts (Figure 6, Item 3) and three washers (Figure 6, Item 2) that secure voltage selection switch (Figure 4, Item 6) to mounting bracket (Figure 6, Item 1).
24. Remove three screws (Figure 6, Item 5) and three washers (Figure 6, Item 4) that secure voltage selection switch (Figure 4, Item 6) to mounting bracket (Figure 6, Item 1).
25. Remove voltage selection switch (Figure 4, Item 6) from generator set.
26. Remove four screws (Figure 4, Item 4) and four flat washers (Figure 4, Item 3) that secure voltage selection switch (Figure 4, Item 6) to mounting plate (Figure 4, Item 2).
27. Place voltage selection switch (Figure 4, Item 6) on a suitable work surface.

END OF TASK

Inspect Voltage Selection Switch

1. Inspect voltage selection switch (Figure 4, Item 6) for signs of obvious damage and replace as required.
2. Inspect wiring harness (Figure 2, Item 9) for signs of obvious damage and replace as required.
3. Inspect mounting bracket (Figure 6, Item 1) for signs of obvious damage and replace as required.
4. Inspect mounting plate (Figure 4, Item 2) for signs of obvious damage and replace as required.
5. Remove residual gasket material from inside output box in mounting area of voltage selection switch using an abrasive pad.
6. Inspect all removed hardware for signs of damage and replace as required.

END OF TASK

Install Voltage Selection Switch

1. Position mounting plate (Figure 4, Item 2) to voltage selection switch (Figure 4, Item 6) and secure with four screws (Figure 4, Item 4) and four flat washers (Figure 4, Item 3).
2. Install three screws (Figure 6, Item 5) and three washers (Figure 6, Item 4) that secure mounting bracket (Figure 6, Item 1) to voltage selection switch (Figure 4, Item 6).
3. Install three washers (Figure 6, Item 2) and three nuts (Figure 6, Item 3) to secure mounting bracket (Figure 6, Item 1) to voltage selection switch (Figure 4, Item 6).
4. Torque three nuts (Figure 6, Item 3) to a value of 11 – 12 in/lb (1.2 – 1.3 Nm).

NOTE

Identification tags should remain in place until the output box is completely reassembled and has been tested for proper operation.

Apply a thin coat of electrically conductive grease to all electrical connections prior to assembly.

5. Secure electrical wires (Figure 2, Item 4) to voltage selection switch (Figure 4, Item 6) at locations (Figure 5) tagged in removal with screws (Figure 2, Item 5).
6. Position voltage selection switch (Figure 4, Item 6) to mounting location on output box.
7. Install two screws (Figure 4, Item 5) to secure mounting bracket (Figure 6, Item 1) to output box.
8. Torque two screws (Figure 4, Item 5) to a value 27 – 34 in/lb (3 – 6 Nm).
9. Install four flare nuts (Figure 4, Item 1) that secure voltage selection switch (Figure 4, Item 6) and mounting plate (Figure 4, Item 2) to right-side of output box.
10. Torque four flare nuts (Figure 4, Item 1) to a value of 25 – 30 in/lb (3 – 4 Nm).
11. Position voltage selection switch handle (Figure 3, Item 1) and secure with set screw (Figure 3, Item 2) to mounting on center of handle.
12. Connect wiring harness (Figure 2, Item 9) to printed circuit board module (WP 0061, Remove/Install Printed Circuit Board Module).
13. Position appropriately tagged electrical lead (Figure 2, Item 2) to top of voltage selection switch (Figure 4, Item 6).
14. Install hex flange screw (Figure 2, Item 8) and nut (Figure 2, Item 3) that secure electrical wire on top plate of voltage selection switch (Figure 4, Item 6).
15. Torque hex flange screw (Figure 2, Item 8) and nut (Figure 2, Item 3) to a value of 87 – 105 in/lb (9.8 – 11.9 Nm).
16. Position three electrical leads (Figure 2, Item 7) to voltage selection switch (Figure 4, Item 6) according to tags.
17. Install three screws (Figure 2, Item 1) and three nuts (Figure 2, Item 6) that secure electrical leads (Figure 2, Item 7) to voltage selection switch (Figure 4, Item 6).
18. Torque three screws (Figure 2, Item 1) and three nuts (Figure 2, Item 6) to a value of 87 – 105 in/lb (10 – 12 Nm).
19. Position cover over output box.
20. Install five screws (not shown) that secure cover (not shown) of output terminal box.
21. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
22. Close generator set doors.
23. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).

-
24. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
 25. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL CONVENIENCE RECEPTACLE

INITIAL SETUP:**Tools and Special Tools**

Screwdriver, Torx, T20, 3" Long (WP 0162, Table 2, Item 26)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB (WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Boot, terminal circuit breaker (WP 0119, Repair Parts List, Figure 19, Item 27)

Interrupter, ground fault 50/60 Hz (WP 0119, Figure 19, Item 31)

Interrupter, ground fault 400 Hz (WP 0119, Figure 19, Item 30)

Receptacle, duplex (WP 0119, Figure 19, Item 15)

Washer, flat M4 (WP 0119, Figure 19, Item 2)

Washer, lock, 1/4 EXT tooth (WP 0119, Figure 19, Item 11)

Materials/Parts

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

References

WP 0053, Remove/Install Output Terminal Board

WP 0058, Remove/Install Printed Circuit Board Module

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL CONVENIENCE RECEPTACLE**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

DC voltages are present at generator set electrical components even with generator set shut down. Avoid shorting any positive with ground/negative. Do not ground yourself in standing water. Failure to comply may cause injury or death to personnel and damage to equipment.

Remove Convenience Receptacle Housing

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate convenience receptacle (Figure 1) on rear body panel of generator set.

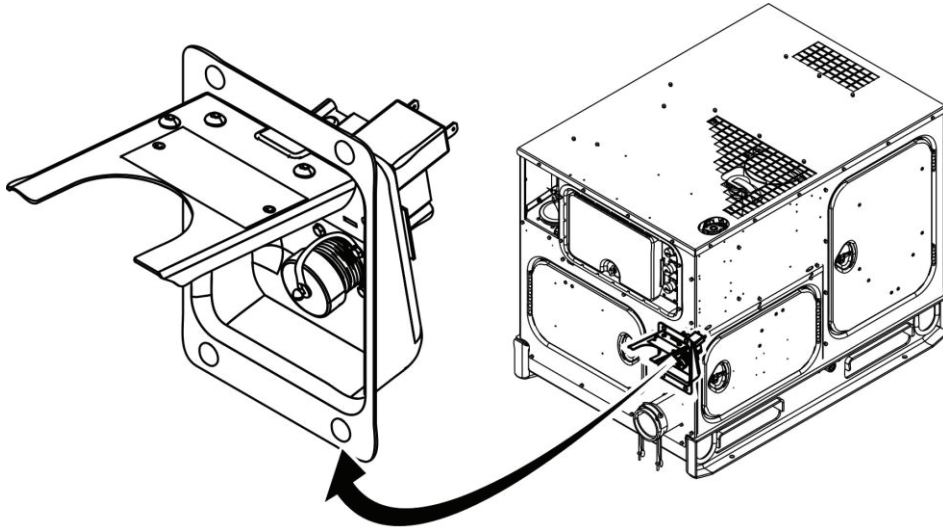


Figure 1. Convenience Receptacle — Location.

3. Remove four screws (Figure 3, Item 10) securing convenience receptacle housing (Figure 3, Item 9) to rear panel.
4. Position convenience receptacle housing (Figure 3, Item 9) to gain access to wiring.

NOTE

To assist installation, tag all electrical wires and connectors prior to removal.

5. Loosen captive screw (not shown), and tag and remove GND wire (Figure 2, Item 8) from convenience receptacle (Figure 2, Item 9).

NOTE

Two GFI wires (Figure 2, Items 4 and 6) pass through GFI choke filter (Figure 2, Item 5) three times.

6. Loosen screw (not shown) and tag and GFI wire (Figure 2, Item 6) from convenience receptacle (Figure 2, Item 9).
7. Tag and remove GFI wire (Figure 2, Item 3) from rear of circuit breaker (Figure 2, Item 1).
8. Tag and remove L1 wire (Figure 2, Item 2) from rear of circuit breaker (Figure 2, Item 1).
9. Tag and disconnect switch box contactor receptacle wiring harness (Figure 2, Item 7) at printed circuit board module (not shown) (WP 0058, Remove/Install Printed Circuit Board Module).
10. Loosen screw (not shown) and tag and remove GFI wire (Figure 2, Item 4) from convenience receptacle (Figure 2, Item 9).
11. Remove convenience receptacle housing (Figure 3, Item 9) from rear panel and place on suitable surface.

END OF TASK

Disassemble Convenience Receptacle Housing

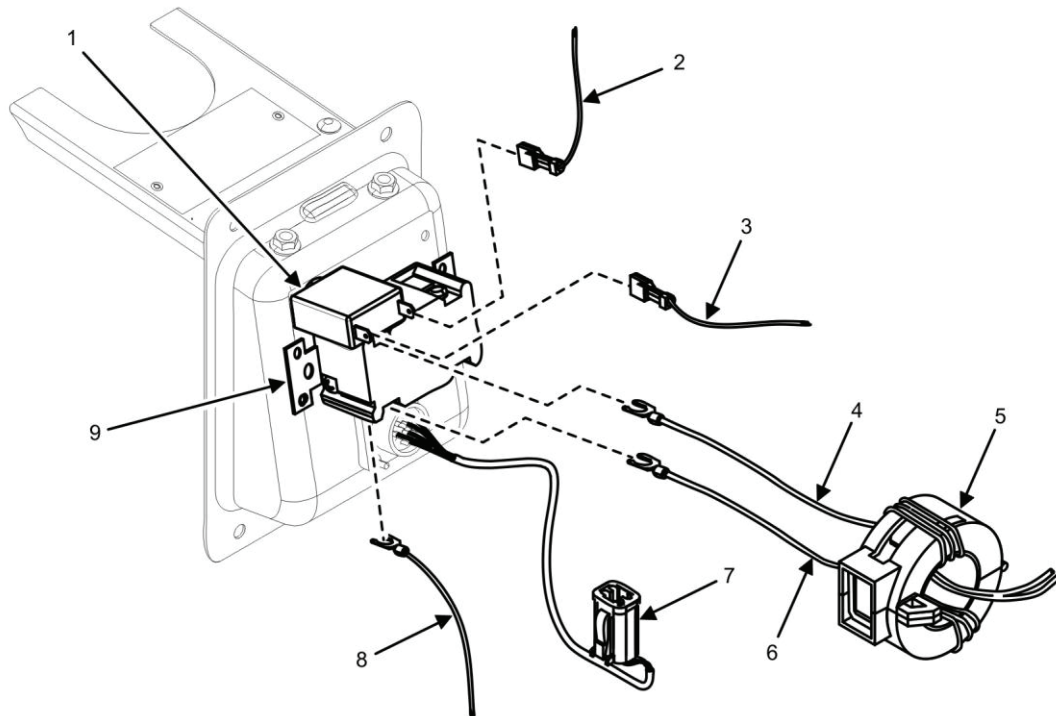


Figure 2. Convenience Receptacle Rear — Removal.

1. Remove screw (Figure 3, Item 3), external tooth lock washer (Figure 3, Item 4), flat washer (Figure 3, Item 6), and nut (Figure 3, Item 7) that secure ground strap (Figure 3, Item 5) to back of convenience receptacle housing (Figure 3, Item 9).
2. Discard external tooth lock washer (Figure 3, Item 4).
3. Remove screw (Figure 3, Item 1), external tooth lock washer (Figure 3, Item 16), and nut (Figure 3, Item 14) that secure ground strap (Figure 3, Item 15) to convenience receptacle housing cover (Figure 3, Item 17).
4. Discard external tooth lock washer (Figure 3, Item 16).
5. Remove two screws (Figure 3, Item 11) and two nuts (Figure 3, Item 8) that secure convenience receptacle housing cover (Figure 3, Item 17) and hinge (Figure 3, Item 13) to convenience receptacle housing (Figure 3, Item 9).
6. Remove two screws (Figure 3, Item 2) and two nuts (Figure 3, Item 12) that attach convenience receptacle housing cover (Figure 3, Item 17) to hinge (Figure 3, Item 13).
7. Remove four nuts (Figure 4, Item 7) and four flat washers (Figure 4, Item 8) that secure switch box contactor receptacle (Figure 4, Item 11) and cap (Figure 4, Item 14) to convenience receptacle housing (Figure 3, Item 9).
8. Remove four screws (Figure 4, Item 13) and four flat washers (Figure 4, Item 12) that secure switch box contactor receptacle (Figure 4, Item 11) and cap (Figure 4, Item 14) to convenience receptacle housing (Figure 3, Item 9).
9. Remove switch box contactor receptacle (Figure 4, Item 11) and cap (Figure 4, Item 14) from convenience receptacle housing (Figure 3, Item 9).

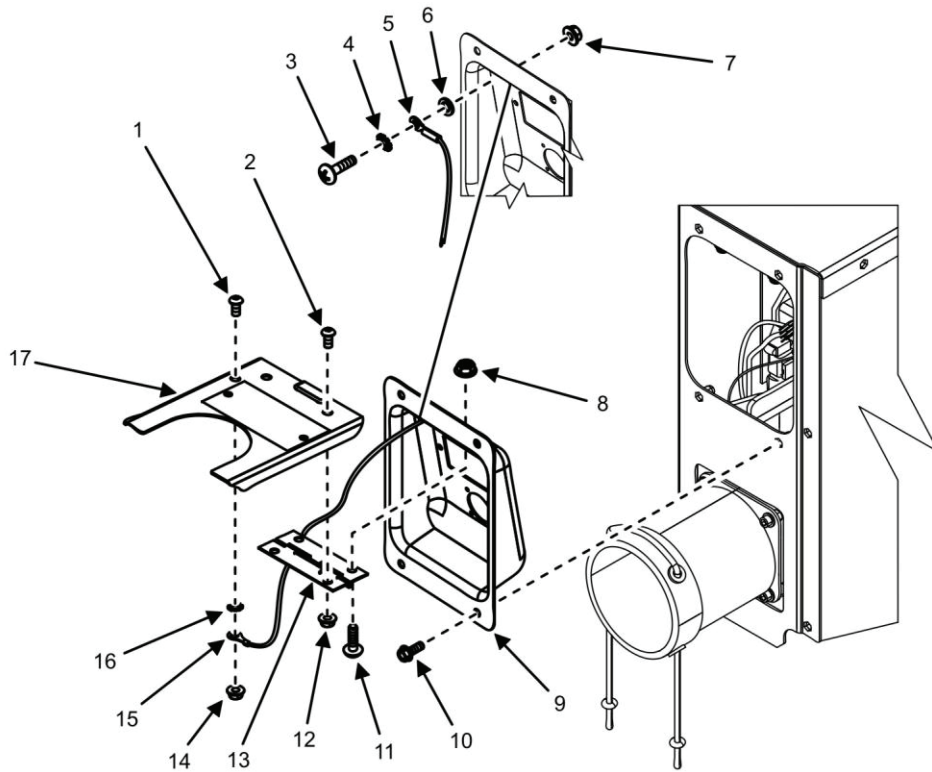


Figure 3. Convenience Receptacle — Removal.

10. Remove circuit breaker boot (Figure 4, Item 10), mounting nut (Figure 4, Item 9), and washer (Figure 4, Item 6) that secure circuit breaker (Figure 4, Item 5) to convenience receptacle housing (Figure 3, Item 9).
11. Discard circuit breaker boot (Figure 4, Item 10).
12. Remove two screws (Figure 4, Item 1), two flat washers (Figure 4, Item 2), and two flange nuts (Figure 4, Item 4) that secure convenience receptacle (Figure 4, Item 3) to convenience receptacle housing (Figure 3, Item 9).
13. Remove convenience receptacle (Figure 4, Item 3) from convenience receptacle housing (Figure 3, Item 9).

END OF TASK

Inspect Convenience Receptacle

1. Inspect convenience receptacle housing (Figure 3, Item 9) for dents, cracks, or other signs of damage and replace as required.

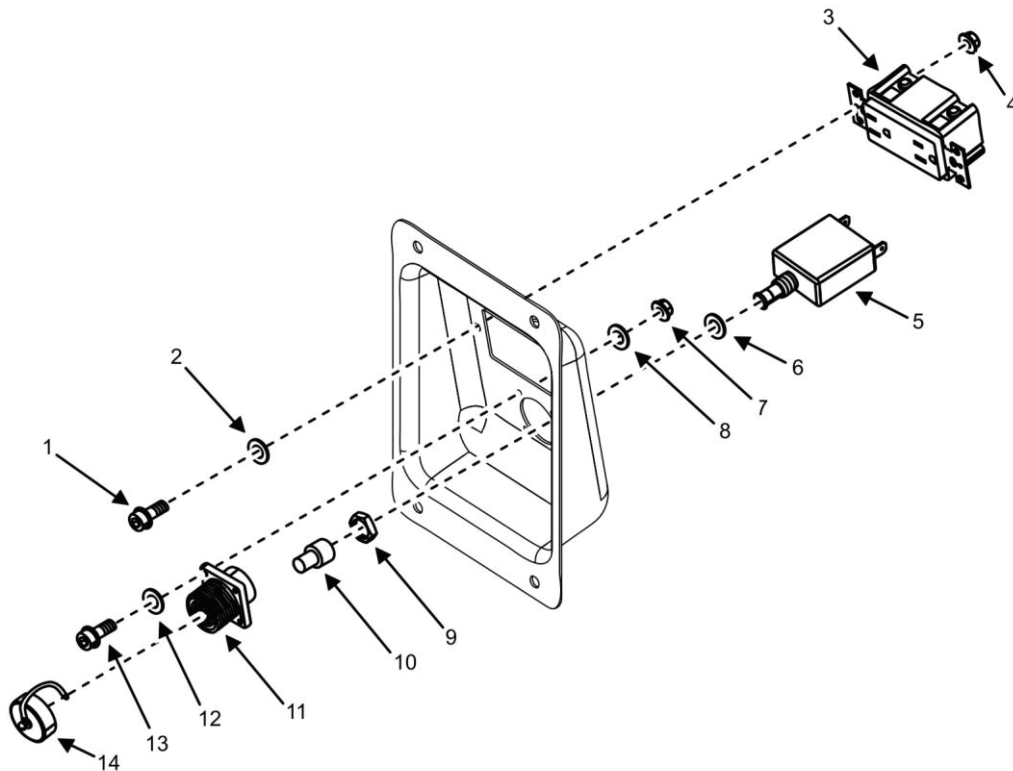


Figure 4. Convenience Receptacle Components — Removal.

2. Inspect convenience receptacle housing cover (Figure 3, Item 17) for dents, cracks, or other signs of damage. Replace as required.
3. Inspect hinge (Figure 3, Item 13) for functionality and replace as required.
4. Inspect switch box contactor receptacle (Figure 4, Item 11) for signs of damage and replace as required.
5. Inspect switch box contactor receptacle wiring harness (Figure 2, Item 7) for frayed wires and other signs of damage. Replace switch box contactor receptacle (Figure 4, Item 11) as required.
6. Inspect convenience receptacle (Figure 4, Item 3) for cracks and damage and replace as required.
7. Inspect circuit breaker (Figure 4, Item 5) for cracks and damage and replace as required.
8. Inspect all wires for damage and replace as required
9. Inspect all mounting hardware and replace as required.

END OF TASK

Assemble Convenience Receptacle Housing

1. Position convenience receptacle (Figure 4, Item 3) to mounting position on convenience receptacle housing (Figure 3, Item 9).
2. Secure convenience receptacle (Figure 4, Item 3) to convenience receptacle housing (Figure 3, Item 9) by installing two screws (Figure 4, Item 1), two flat washers (Figure 4, Item 2), and two flange nuts (Figure 4, Item 4). Tighten flange nuts (Figure 4, Item 4) to 25 – 39 in/lb (3 – 6 Nm).
3. Position circuit breaker (Figure 4, Item 5) to mounting position on convenience receptacle housing (Figure 3, Item 9).

4. Secure circuit breaker (Figure 4, Item 5) to convenience receptacle housing (Figure 3, Item 9) by installing washer (Figure 4, Item 6), mounting nut (Figure 4, Item 9), and new circuit breaker boot (Figure 4, Item 10).
5. Position switch box contactor receptacle (Figure 4, Item 11) and cap (Figure 4, Item 14) to mounting position on convenience receptacle housing (Figure 3, Item 9).
6. Install switch box contactor receptacle (Figure 4, Item 11) with four screws (Figure 4, Item 13) and four flat washers (Figure 4, Item 12) to front of switch box contactor receptacle (Figure 4, Item 11).
7. Install four washers (Figure 4, Item 8) and four nuts (Figure 4, Item 7) to rear of switch box contactor receptacle (Figure 4, Item 11). Tighten four nuts (Figure 4, Item 7).
8. Install two screws (Figure 3, Item 2) and two nuts (Figure 3, Item 12) that attach convenience receptacle housing cover (Figure 3, Item 17) and hinge (Figure 3, Item 13). Tighten screws (Figure 3, Item 2) to 87 – 105 in/lb (10 – 12 Nm).
9. Install two screws (Figure 3, Item 11) and two nuts (Figure 3, Item 8) that secure convenience receptacle housing cover (Figure 3, Item 17) and hinge (Figure 3, Item 13) to convenience receptacle housing (Figure 3, Item 9). Tighten screws (Figure 3, Item 11) to 87 – 105 in/lb (10 – 12 Nm).
10. Install screw (Figure 3, Item 1), new external tooth lock washer (Figure 3, Item 16), and nut (Figure 3, Item 14) that secure ground strap (Figure 3, Item 15) to convenience receptacle housing cover (Figure 3, Item 17). Tighten screws (Figure 3, Item 1) to 87 – 105 in/lb (10 – 12 Nm).
11. Install screw (Figure 3, Item 3), new external tooth lock washer (Figure 3, Item 4), flat washer (Figure 3, Item 6), and nut (Figure 3, Item 7) that secure ground strap (Figure 3, Item 5) to back of convenience receptacle housing (Figure 3, Item 9). Tighten screws (Figure 3, Item 3) to 87 – 105 in/lb (10 – 12 Nm).

END OF TASK

Install Convenience Receptacle Housing

1. Position convenience receptacle housing (Figure 3, Item 9) to mounting position on rear panel.

NOTE

Use tags installed on electrical wires and connectors prior to removal as a guide at installation. Remove tags once components have been installed.

Two GFI wires (Figure 2, Items 4 and 6) pass through GFI choke filter (Figure 2, Item 5) three times.

2. Install two GFI wires (Figure 2, Items 4 and 6) to convenience receptacle (Figure 2, Item 9) and secure with screw (not shown), ensuring each GFI wire (Figure 2, Item 4) passes through GFI choke filter (Figure 2, Item 5) three times.
3. Install GND wire (Figure 2, Item 8) to convenience receptacle (Figure 2, Item 9).
4. Secure convenience receptacle housing (Figure 3, Item 9) to rear panel by installing four screws (Figure 3, Item 10).
5. Install GFI wire (Figure 2, Item 3) to circuit breaker (Figure 2, Item 1).
6. Install L1 wire (Figure 2, Item 2) to circuit breaker (Figure 2, Item 1).
7. Connect switch box contactor receptacle wiring harness (Figure 2, Item 7) to printed circuit board using identification tags installed during removal as a guide (WP 0058, Remove/Install Printed Circuit Board Module).
8. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
9. Close generator set doors.
10. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).

11. Start engine and check for proper operation (TM 9-6115-750-10).
12. Repair as required.

END OF TASK

Remove Convenience Receptacle GFI

NOTE

Tag all wires and connectors prior to removal as a guide at installation.

1. Open rear access door.

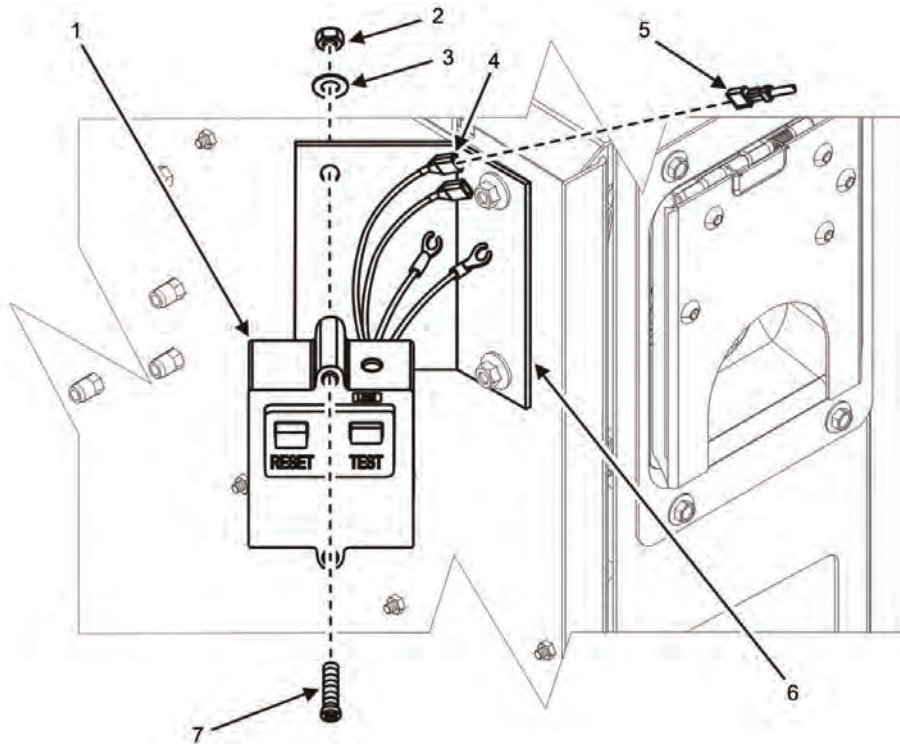


Figure 5. Convenience Receptacle GFI — Removal.

2. Tag and loosen two screws and remove two GFI wires (Figure 2, Items 4 and 6) from convenience receptacle (Figure 2, Item 9) and GFI wire (Figure 2, Item 3) from rear of circuit breaker (Figure 2, Item 1). See Remove Convenience Receptacle Housing and Disassemble Convenience Receptacle Housing tasks.
3. Remove wire (Figure 5, Item 4) of GFI (Figure 5, Item 1) from neutral lead (Figure 5, Item 5).
4. Withdraw four wires through output box opening.
5. Remove two screws (Figure 5, Item 7), two flat washers (Figure 5, Item 3), and two nuts (Figure 5, Item 2) from GFI (Figure 5, Item 1).
6. Remove GFI (Figure 5, Item 1) from mounting bracket (Figure 5, Item 6).
7. Inspect GFI (Figure 5, Item 1) and replace as required.

END OF TASK

Install Convenience Receptacle GFI**NOTE**

Use tags installed on wires and connectors prior to removal as a guide at installation. Remove tags once unit has been reassembled and tested for proper operation.

1. Position GFI (Figure 5, Item 1) to mounting bracket (Figure 5, Item 6) and align mounting holes.
2. Insert two screws (Figure 5, Item 7) through GFI (Figure 5, Item 1) into mounting bracket (Figure 5, Item 6).
3. Install two flat washers (Figure 5, Item 3) and two nuts (Figure 5, Item 2) to rear of GFI (Figure 5, Item 1). Tighten two nuts (Figure 5, Item 2).
4. Insert four wires of GFI (Figure 5, Item 1) through output box opening.
5. Install two GFI wires (Figure 2, Items 4 and 6) to convenience receptacle (Figure 2, Item 9) and one GFI wire (Figure 2, Item 3) to rear of circuit breaker (Figure 2, Item 1) according to tags. See Install Convenience Receptacle Housing and Assemble Convenience Receptacle Housing tasks.
6. Install wire (Figure 5, Item 4) to neutral lead (Figure 5, Item 5).
7. Close rear access door of generator set.
8. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
9. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
10. Start engine and check for proper operation (TM 9-6115-750-10).
11. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL TRANSFORMERS

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB
(WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB
(WP 0162, Table 2, Item 53)

Materials/Parts

Transformer, current 105 AMP (3) (WP 0120, Repair
Parts List, Figure 20, Item 4)

Grease, electrically conductive (WP 0163,
Expendable and Durable Items List, Item 26)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10,
WP 0005)

Engine cool

Battery ground cable removed (WP 0036,
Remove/Install Batteries)

Right-side body panel removed (WP 0032,
Remove/Install Right-Side Panel)

REMOVE/INSTALL TRANSFORMERS**Remove Transformers**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Remove cable entry guard (WP 0057, Remove/Install Output Terminal Board).
3. Locate transformers (Figure 1).

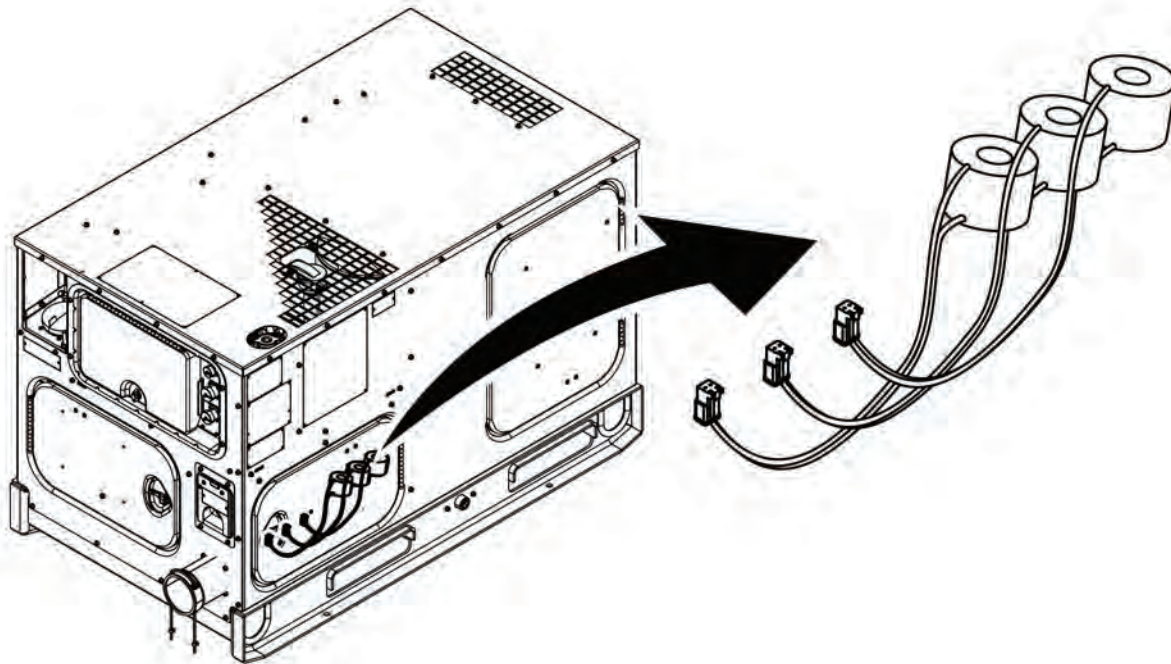


Figure 1. Transformers — Location.

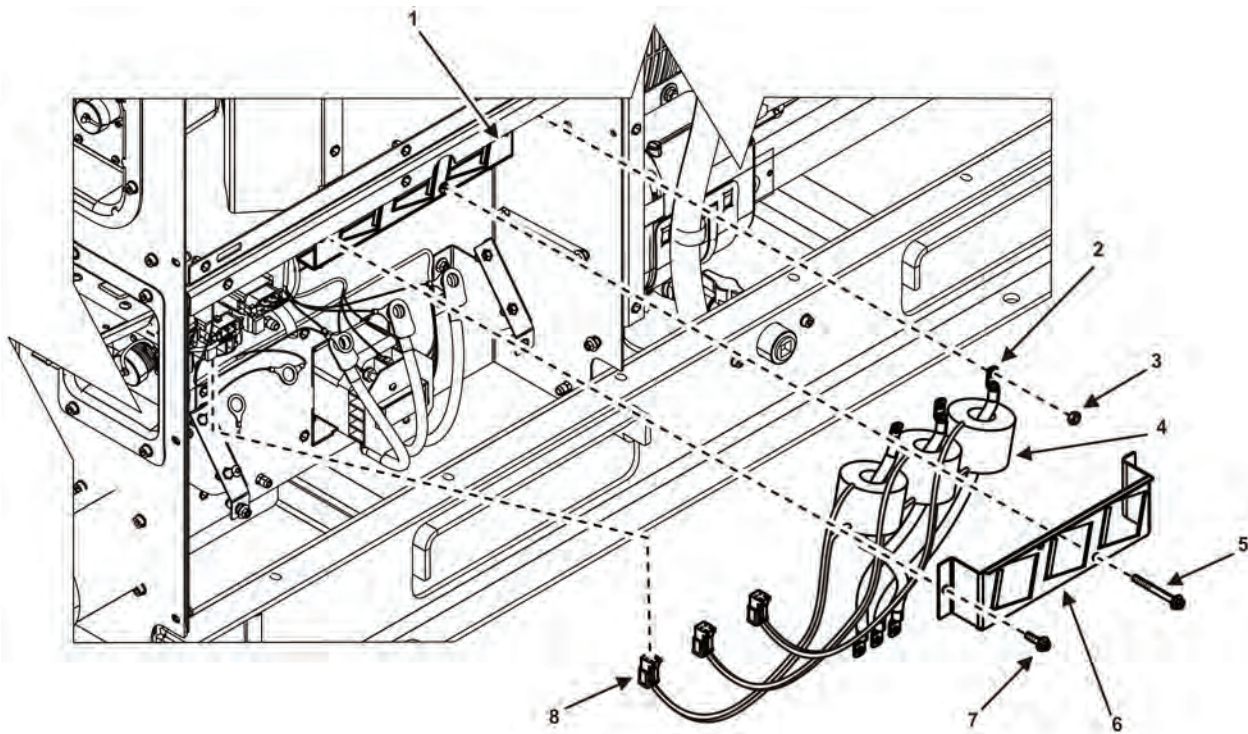


Figure 2. Transformer — Detail.

4. Remove two short screws (Figure 2, Item 7) and two long screws (Figure 2, Item 5) that secure transformer top bracket (Figure 2, Item 6) to transformer bottom bracket (Figure 2, Item 1).
5. Remove transformer top bracket (Figure 2, Item 6) from output box.

CAUTION

Printed circuit board module (not shown) contains components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit board. Failure to comply may cause damage to equipment.

NOTE

Prior to disassembly, tag all electrical wires, cables, and connectors for identification. Tags will be used as a guide during reassembly.

Transformer electrical wires (Figure 2, Item 8) are permanently attached to transformers (Figure 2, Item 4). If transformer electrical wires (Figure 2, Item 8) are damaged beyond repair, replace transformer (Figure 2, Item 4).

6. Tag and disconnect transformer electrical wires (Figure 2, Item 8) at printed circuit board module (not shown).

NOTE

Transformer electrical wires (Figure 2, Item 8) are permanently attached to transformers (Figure 2, Item 4). If transformer electrical wires (Figure 2, Item 8) are damaged beyond repair, replace transformer (Figure 2, Item 4).

7. Inspect transformer electrical wires (Figure 2, Item 8) and replace transformer (Figure 2, Item 4) if damaged.
8. Tag three electrical leads (Figure 2, Item 2) to voltage selection switch (not shown).
9. Remove three nuts (Figure 2, Item 3) securing electrical leads (Figure 2, Item 2) to voltage selection switch (not shown).
10. Remove three electrical leads (Figure 2, Item 2) to voltage selection switch (not shown).
11. Inspect three electrical leads (Figure 2, Item 2) for damage and replace as required.

CAUTION

Orientation of transformers (Figure 2, Item 4) must be tagged prior to removal. X1 marking faces the top of the output box. Transformers are to be installed to the orientation they were removed. Failure to comply may cause damage to equipment.

NOTE

Prior to removal, tag orientation of transformers (Figure 2, Item 4). Tags will be used as a guide during reassembly.

12. Tag and remove three transformers (Figure 2, Item 4) from transformer bottom bracket (Figure 2, Item 1) mounted in output box.

END OF TASK

Inspect Transformers

1. Inspect transformer bottom bracket (Figure 2, Item 1) for signs of obvious damage. Replace as required.
2. Inspect three transformers (Figure 2, Item 4) for signs of obvious damage. Replace as required.
3. Inspect three transformers (Figure 2, Item 4) by using a multimeter set to test Ohms to check resistance between two sleeves of two electrical wires (Figure 2, Item 8) of each transformer (Figure 2, Item 4).

NOTE

A measurement value greater than 2Ω indicates a defective current transformer (Figure 2, Item 4).

4. Replace any transformer (Figure 2, Item 4) outside of specification.
5. Inspect transformer top bracket (Figure 2, Item 6) in output box for signs of obvious damage. Replace as required.
6. Inspect all mounting hardware for signs of obvious damage. Replace as required.

END OF TASK**Install Transformers****CAUTION**

Orientation of transformers (Figure 2, Item 4) must be installed to proper orientation. X1 marking faces the top of the output box. Failure to comply may cause damage to equipment.

1. Position three transformers (Figure 2, Item 4) to transformer bottom bracket (Figure 2, Item 1) with X1 marking facing the top of the output box.

CAUTION

Printed circuit board module (not shown) contains components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit board. Failure to comply may cause damage to equipment.

NOTE

Identification tags should remain in place until the output box is completely reassembled and has been tested for proper operation.

Apply a thin coat of electrically conductive grease to all electrical connections prior to assembly.

2. Insert electrical leads (Figure 2, Item 2) through transformers (Figure 2, Item 4) to mounting location on voltage selection switch (not shown) using identifications tags installed during removal as a guide.
3. Apply a thin coat of electrically conductive grease to electrical connections.
4. Secure electrical leads (Figure 2, Item 2) to voltage selection switch (not shown) with three nuts (Figure 2, Item 3).
5. Torque nuts (Figure 2, Item 3) to 87 – 105 in/lb (10 – 12 Nm).
6. Connect transformer electrical wires (Figure 2, Item 8) to printed circuit board module (not shown) using identifications tags installed during removal as a guide.

NOTE

Transformer top bracket (Figure 2, Item 6) is properly oriented over transformers (Figure 2, Item 4) when the lip is facing the top of the unit.

7. Position transformer top bracket (Figure 2, Item 6) over transformers (Figure 2, Item 4).
8. Secure transformer top bracket (Figure 2, Item 6) with two short screws (Figure 2, Item 7) and two long screws (Figure 2, Item 5).
9. Torque short screws (Figure 2, Item 7) to 20 – 31 in/lb (3 – 4 Nm).
10. Torque long screws (Figure 2, Item 5) to 87 – 105 in/lb (10 – 12 Nm).
11. Install cable entry guard (WP 0057, Remove/Install Output Terminal Board).
12. Install right-side body panel (WP 0032, Remove/Install Right-Side Panel).
13. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
14. Close generator set doors.
15. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
16. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
17. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL PRINTED CIRCUIT BOARD MODULE

INITIAL SETUP:**Tools and Special Tools**

Strap, Wrist, Electrostatic Discharge (WP 0162, Table 2, Item 33)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB (WP 0162, Table 2, Item 52)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Module, printed circuit board (1) (WP 0121, Repair Parts List, Figure 21, Item 3)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Tag, marker (9) (WP 0163, Item 36)

Personnel Required

91D (1)

References

WP 0062, Remove/Install Hour Meter

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Right-side panel removed (WP 0032, Remove/Install Right-Side Panel)

Output terminal board removed (WP 0057, Remove/Install Output Terminal Board)

REMOVE/INSTALL PRINTED CIRCUIT BOARD MODULE**Remove Printed Circuit Board Module****CAUTION**

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate printed circuit board module (Figure 1).

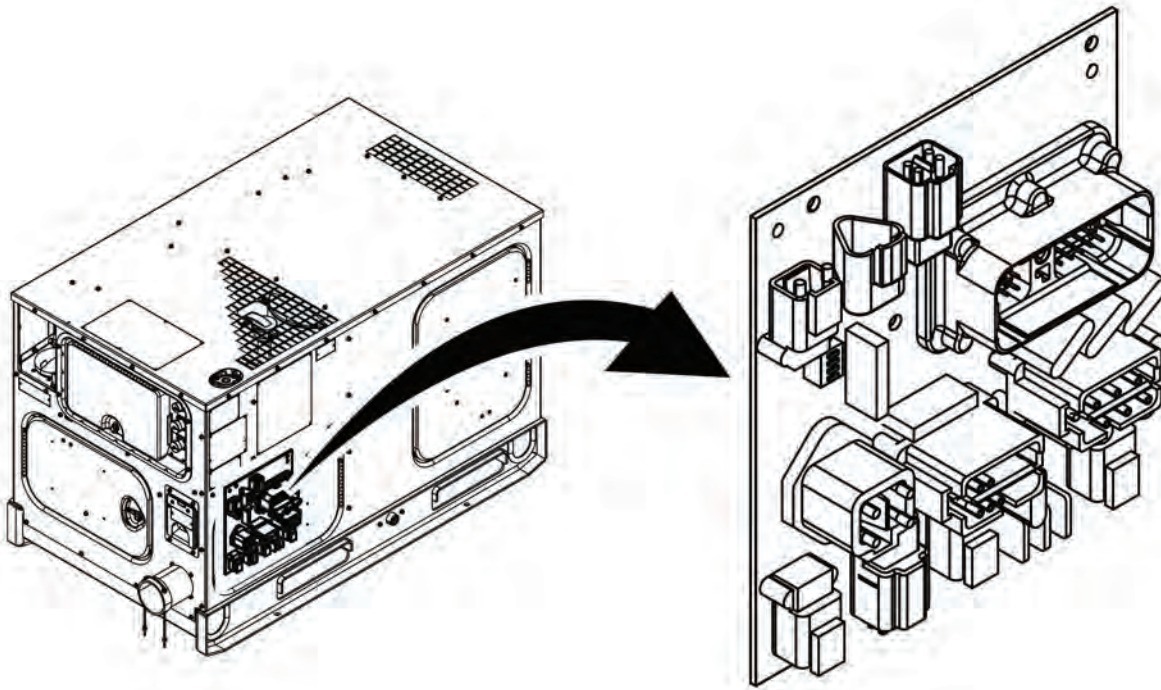


Figure 1. Printed Circuit Board Module — Location.

NOTE

Prior to disassembly, tag and identify all wiring harnesses and electrical leads according to markings on printed circuit board module (Figure 2). Tags will be used as a guide during reassembly.

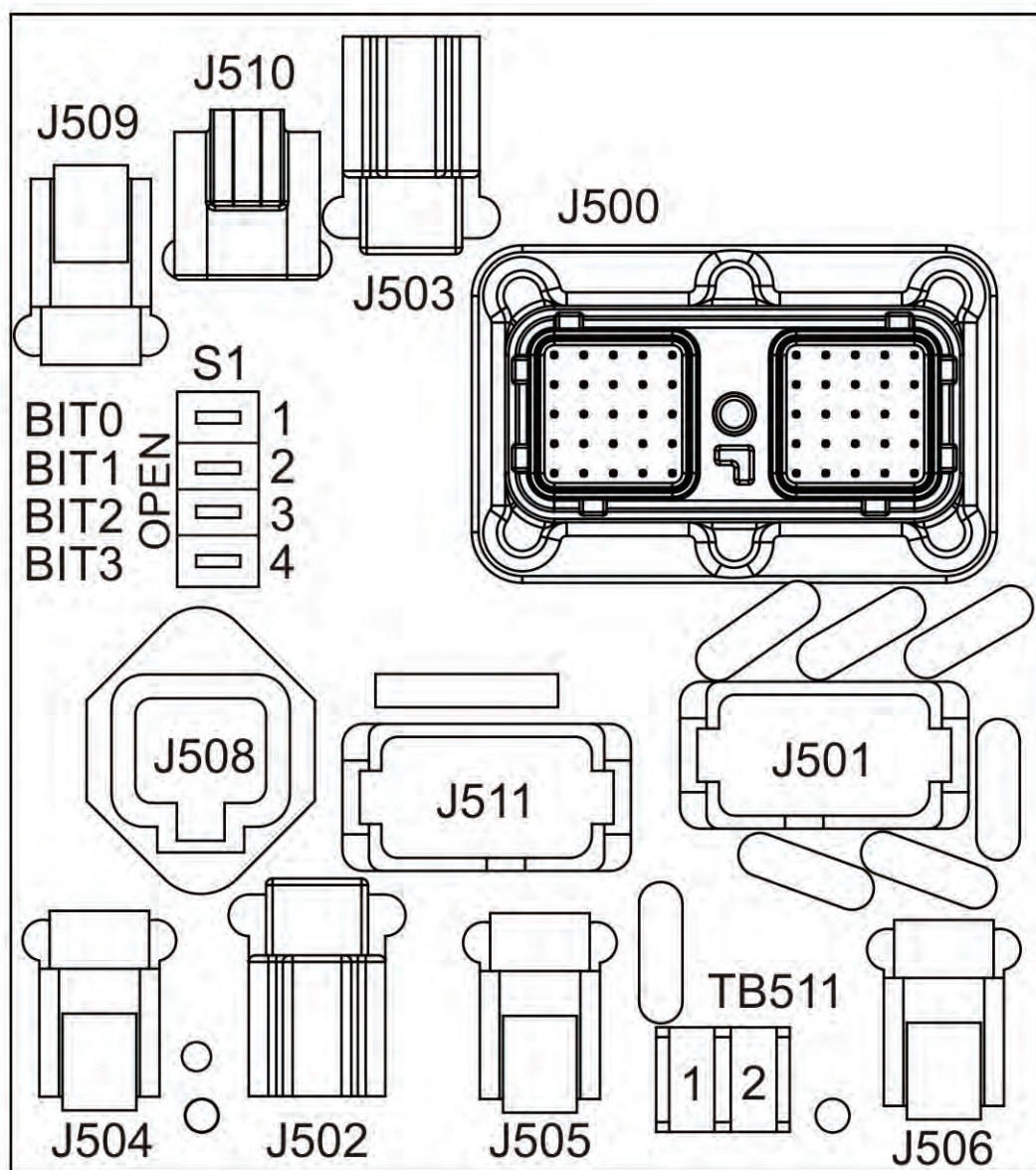


Figure 2. Printed Circuit Board Module Wiring Labels.

3. Tag and remove wiring harness (Figure 3, Item 3) from printed circuit board module (Figure 3, Item 1) to hour meter (not shown).
4. Inspect hour meter wiring harness (Figure 3, Item 3) for frayed wires and other signs of obvious damage. Replace hour meter as required (WP 0062, Remove/Install Hour Meter).
5. Tag and remove wiring harness (Figure 3, Item 4) from printed circuit board module (Figure 3, Item 1) to voltage selection switch (not shown).

6. Inspect voltage selection switch wiring harness (Figure 3, Item 4) for frayed wires and other signs of obvious damage. Replace as required.
7. Tag wiring harness (Figure 3, Item 13) from printed circuit board module (Figure 3, Item 1) to DCS (not shown).
8. Remove screw (Figure 3, Item 12) securing DCS wiring harness (Figure 3, Item 13) to printed circuit board module (Figure 3, Item 1).
9. Remove DCS wiring harness (Figure 3, Item 13) from printed circuit board module (Figure 3, Item 1).
10. Inspect DCS wiring harness (Figure 3, Item 13) for frayed wires and other signs of obvious damage. Replace as required.
11. Tag and remove wiring harness (Figure 3, Item 10) from printed circuit board module (Figure 3, Item 1) to N terminal (not shown) and contactor (not shown).
12. Inspect N terminal and contactor wiring harness (Figure 3, Item 10) for frayed wires and other signs of obvious damage. Replace as required.
13. Tag and remove wiring harness (Figure 3, Item 9) from printed circuit board module (Figure 3, Item 1) to contactor (not shown) and line terminals (not shown).
14. Inspect contactor and line terminals wiring harness (Figure 3, Item 9) for frayed wires and other signs of obvious damage. Replace as required.
15. Tag and remove three wiring harnesses (Figure 3, Item 5) from printed circuit board module (Figure 3, Item 1) to three transformers (not shown).
16. Inspect three transformers wiring harnesses (Figure 3, Item 5) for frayed wires and other signs of obvious damage. Replace as required.
17. Tag and remove wiring harness (Figure 3, Item 6) from printed circuit board module (Figure 3, Item 1) to switch box contactor receptacle (not shown).
18. Inspect switch box contactor receptacle wiring harness (Figure 3, Item 6) for frayed wires and other signs of obvious damage. Replace as required.
19. Tag electrical lead (Figure 3, Item 7) from printed circuit board module (Figure 3, Item 1) to ground strap bolt.
20. Remove screw and washer (Figure 3, Item 8) securing electrical lead (Figure 3, Item 7) to printed circuit board module (Figure 3, Item 1).

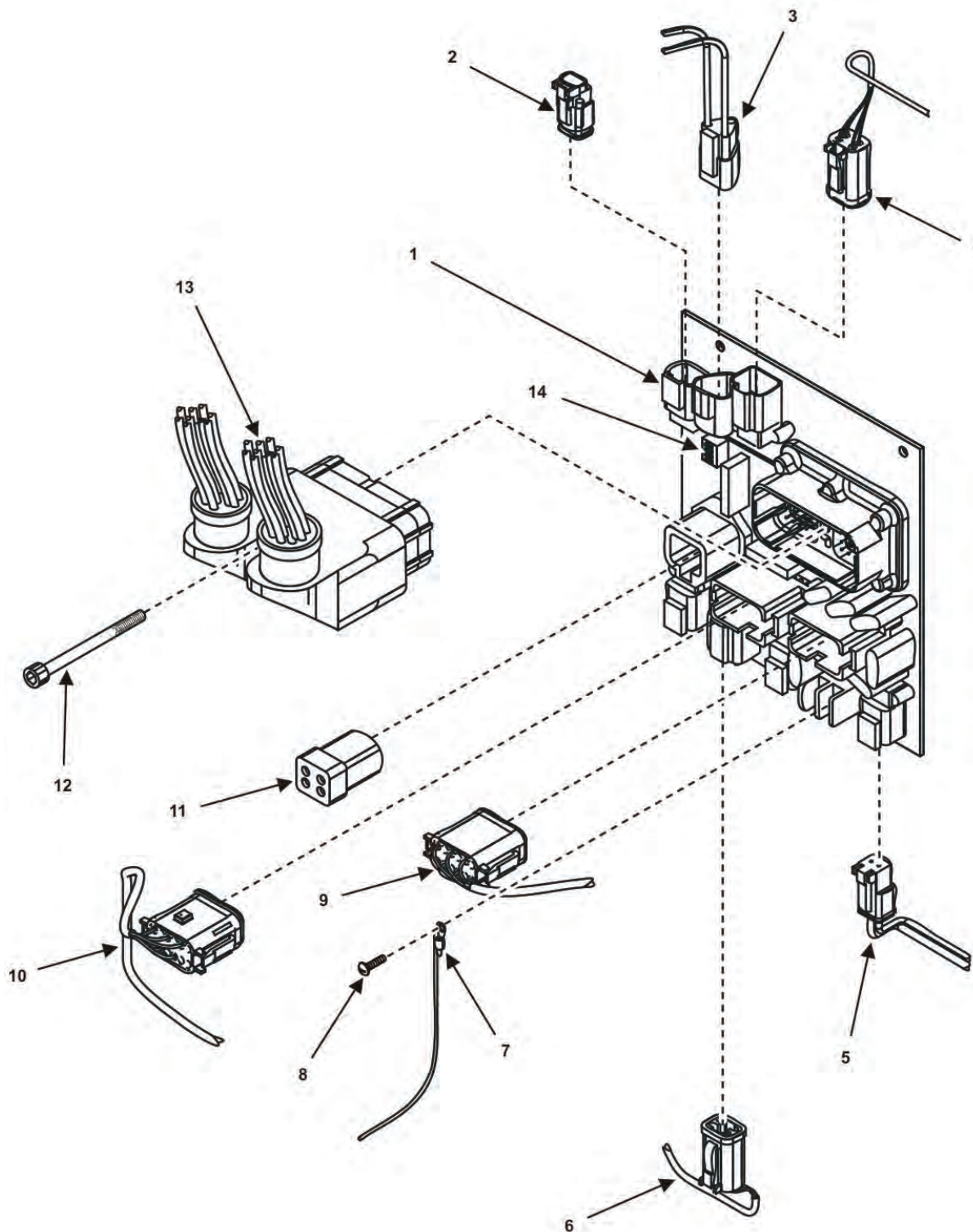


Figure 3. Printed Circuit Board Module Wiring — Removal.

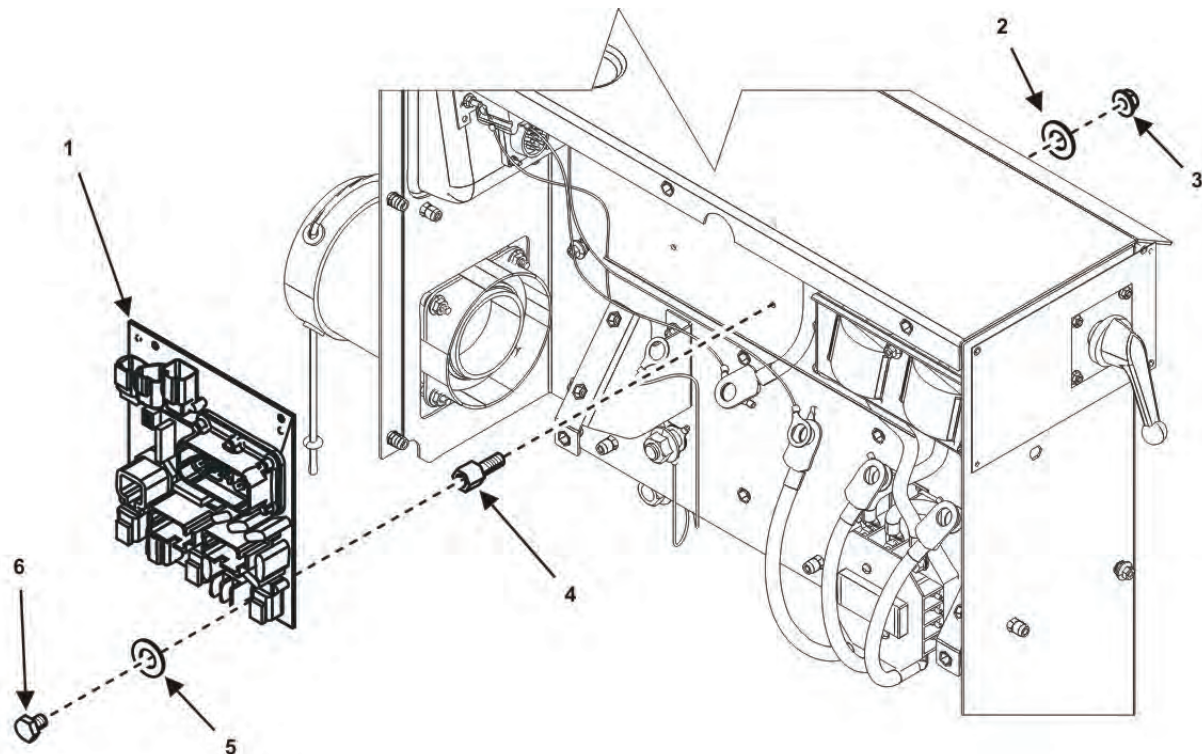


Figure 4. Printed Circuit Board — Removal.

21. Remove electrical lead (Figure 3, Item 7) from printed circuit board module (Figure 3, Item 1).
22. Inspect electrical lead (Figure 3, Item 7) for frayed wire and other signs of obvious damage. Replace as required.
23. Remove five nuts (Figure 4, Item 3) and five washers (Figure 4, Item 2) from back of output box that secure printed circuit board module (Figure 4, Item 1) to output box.
24. Remove printed circuit board module (Figure 4, Item 1) from output box and place on a suitable work surface.
25. Remove five screws (Figure 4, Item 6), five washers (Figure 4, Item 5), and five spacers (Figure 4, Item 4) from printed circuit board module (Figure 4, Item 1).
26. Note and record position of four dip switches (Figure 3, Item 14) on printed circuit board module (Figure 3, Item 1).
27. Tag and remove two plugs (Figure 3, Items 2 and 11) from printed circuit board module (Figure 3, Item 1).

END OF TASK

Inspect Printed Circuit Board Module

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

1. Inspect printed circuit board module (Figure 3, Item 1) for signs of obvious damage. Replace damaged module as required.

2. Inspect two plugs (Figure 3, Items 2 and 11) from printed circuit board module for signs of obvious damage. Replace damaged plugs as required.
3. Inspect all mounting hardware for signs of obvious damage. Replace damaged hardware as required.

END OF TASK

Install Printed Circuit Board Module

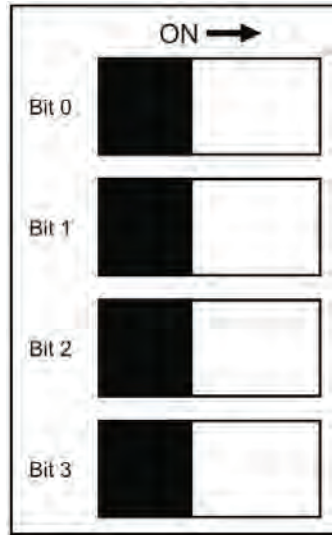


Figure 5. Dip Switch Settings.

Table 1. 10 kW Dip Switch Configuration.

GENSET HARDWARE CONFIGURATION	BIT 0	BIT 1	BIT 2	BIT 3
10kW, 50/60 Hz	0	1	0	0
10kW, 400 Hz	1	1	1	0

CAUTION

Printed circuit boards/cards contain components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit boards/cards. Failure to comply may cause damage to equipment.

NOTE

Dip switch configurations should match Table 1. The dip switch is composed of four switches stacked vertically (Figure 5). The top switch is bit 0 and the bottom switch is bit 3 (Figure 5). In Table 1, 0 refers to the OFF position and 1 to the ON position. Figure 5 shows all switches in the OFF position.

1. Configure four dip switches (Figure 3, Item 14) located on printed circuit board module (Figure 3, Item 1) using Table 1 and Figure 5 or notes taken during removal as a guide.
2. Install two plugs (Figure 3, Items 2 and 11) to printed circuit board module (Figure 3, Item 1) using identification tags installed during removal as a guide.
3. Install five flat washers (Figure 4, Item 5) and five screws (Figure 4, Item 6) to printed circuit board module (Figure 4, Item 1).

4. Position printed circuit board module (Figure 4, Item 1) to mounting location on output box.
5. Install five nuts (Figure 4, Item 3) and five washers (Figure 4, Item 2) to five screws (Figure 4, Item 6) on rear side of output box. Torque nuts (Figure 4, Item 3) to 27 – 34 in/lb (3 – 4 Nm).

NOTE

Identification tags should remain in place until the output box is completely re-assembled and has been tested for proper operation.

Apply a thin coat of electrically conductive grease to all electrical connections prior to assembly.

6. Apply a thin coat of electrically conductive grease to all printed circuit board module electrical leads and harnesses.
7. Install hour meter wiring harness (Figure 3, Item 3) to printed circuit board module (Figure 3, Item 1) using identifications tags installed during removal as a guide.
8. Install wiring harness (Figure 3, Item 4) from voltage selection switch (not shown) to printed circuit board module (Figure 3, Item 1) using identifications tags installed during disassembly as a guide.
9. Install wiring harness (Figure 3, Item 13) from DCS to printed circuit board module (Figure 3, Item 1) using identifications tags installed during disassembly as a guide.
10. Secure wiring harness (Figure 3, Item 13) from DCS to printed circuit board module (Figure 3, Item 1) with screw (Figure 3, Item 12).
11. Install wiring harness (Figure 3, Item 10) from N terminal and contactor to printed circuit board module (Figure 3, Item 1) using identifications tags installed during disassembly as a guide.
12. Install wiring harnesses (Figure 3, Item 9) from terminals and contactor to printed circuit board module (Figure 3, Item 1) using identifications tags installed during disassembly as a guide.
13. Install three wiring harnesses (Figure 3, Item 5) from three transformers to printed circuit board module (Figure 3, Item 1) using identifications tags installed during disassembly as a guide.
14. Install wiring harness (Figure 3, Item 6) from switch box contactor receptacle to printed circuit board module (Figure 3, Item 1) using identifications tags installed during disassembly as a guide.
15. Install output terminal board (WP 0057, Remove/Install Output Terminal Board).
16. Install right-side body panel (WP 0032, Remove/Install Right-Side Panel).
17. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
18. Close generator set doors.
19. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
20. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
21. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL HOUR METER

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB (WP 0162, Table 2, Item 52)

Materials/Parts

Hour meter assembly (1) (WP 0118, Repair Parts List, Figure 18, Item 3)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

References

WP 0061, Remove/Install Printed Circuit Board Module

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL HOUR METER**Remove Hour Meter**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open output box.
3. Remove five button head screws that secure cover of output box.
4. Remove cover from output box.
5. Open rear door.
6. Locate hour meter (Figure 1).

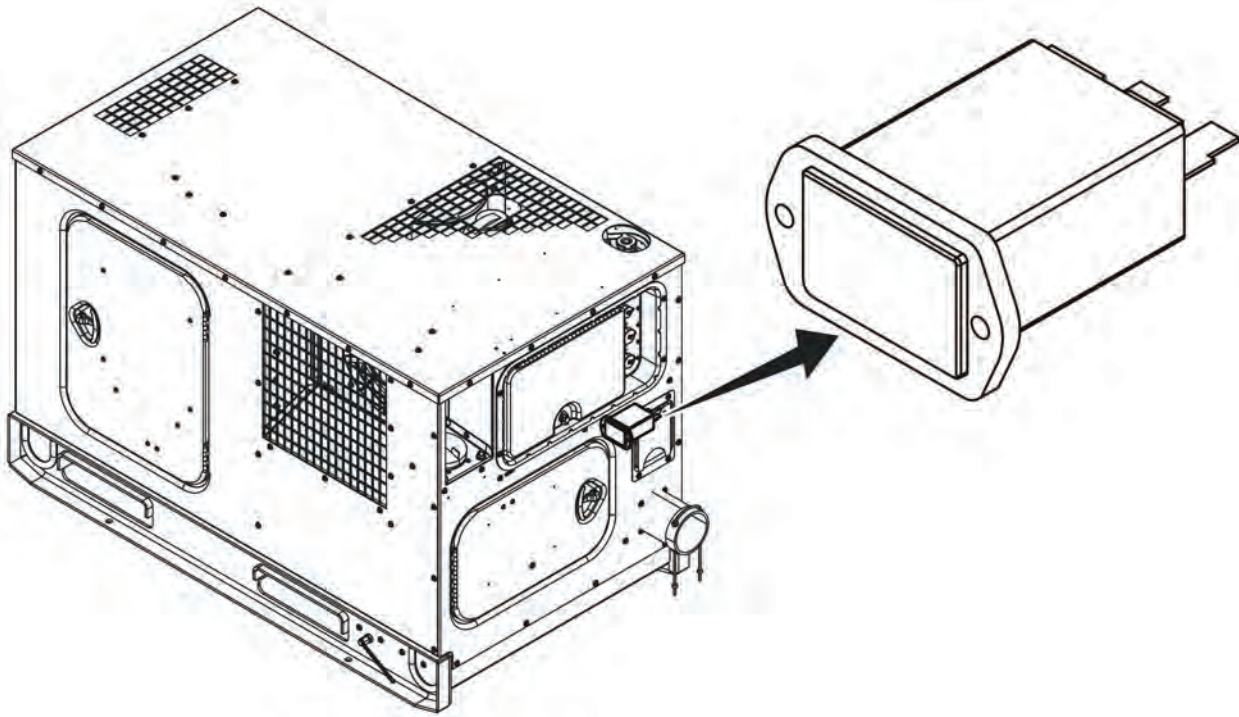


Figure 1. Hour Meter — Location.

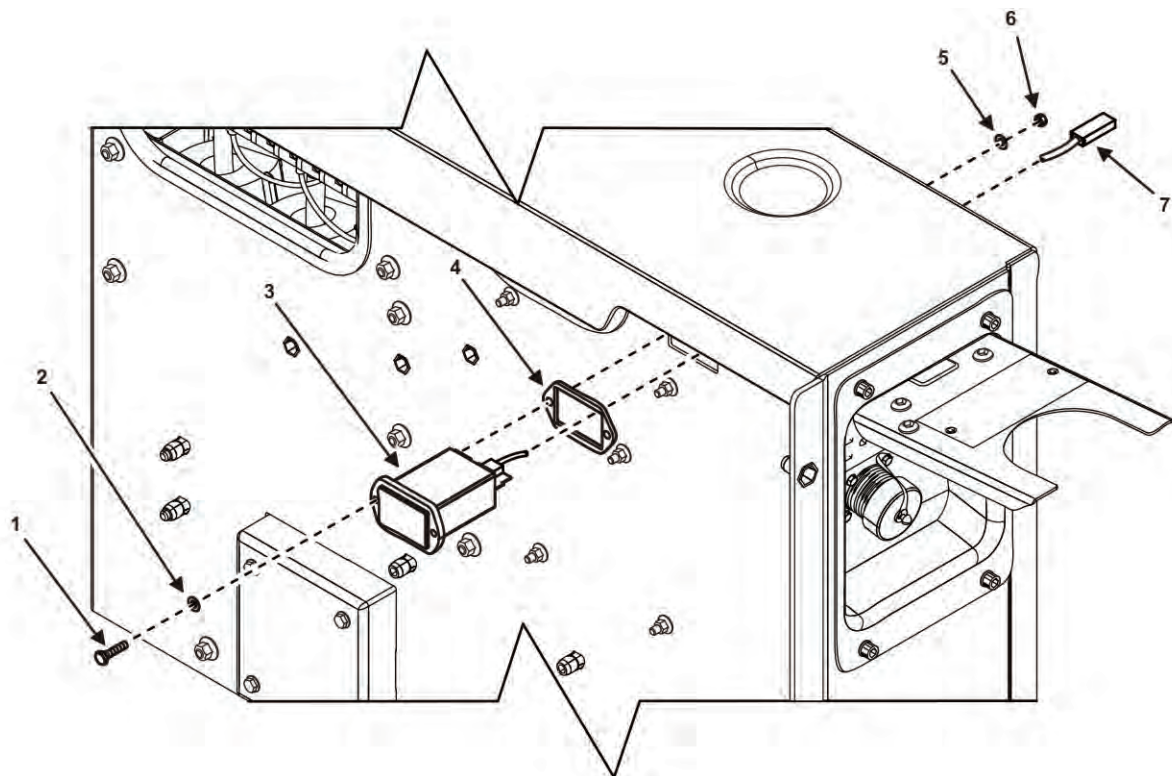


Figure 2. Hour Meter — Detail.

CAUTION

Printed circuit board contains components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit board. Failure to comply may cause damage to equipment.

NOTE

Prior to disassembly, tag all electrical wires, cables, and connectors for identification. Tags will be used as a guide during reassembly.

7. Tag and disconnect wiring harness (Figure 2, Item 7) from printed circuit module board of output box (WP 0061, Remove/Install Printed Circuit Board Module).

NOTE

Hour meter wiring harness (Figure 2, Item 7) and gasket (Figure 2, Item 4) are supplied with replacement hour meter assembly or the hour meter (Figure 2, Item 3), gasket (Figure 2, Item 4), and wiring harness (Figure 2, Item 7) can be replaced separately.

8. Remove two nuts (Figure 2, Item 6) and two washers (Figure 2, Item 5) from inside the output box and two screws (Figure 2, Item 1) and two washers (Figure 2, Item 2) from the rear of the output box that secure hour meter (Figure 2, Item 3) to back wall of output box.
9. Remove hour meter (Figure 2, Item 3), gasket (Figure 2, Item 4), and wiring harness (Figure 2, Item 7) from output box. Discard gasket (Figure 2, Item 4).

END OF TASK**Inspect Hour Meter**

1. Inspect hour meter (Figure 2, Item 3) and wiring harness (Figure 2, Item 7) for signs of obvious damage. Replace as required.
2. Inspect all mounting hardware for signs of obvious damage. Replace as required.

END OF TASK**Install Hour Meter**

1. Position hour meter (Figure 2, Item 3), new gasket (Figure 2, Item 4), and wiring harness (Figure 2, Item 7) to mounting locations in output box and align the mounting holes.
2. Secure hour meter (Figure 2, Item 3) to output box by installing two screws (Figure 2, Item 1) and two washers (Figure 2, Item 2) to the back of output box and two washers (Figure 2, Item 5) and nuts (Figure 2, Item 6) to the inside of output box. Tighten to a value of 9 in/lb (1 Nm).

CAUTION

Printed circuit board contains components that are sensitive to static electricity. Always wear an antistatic wrist strap connected to a metal surface to channel static electricity to ground when handling printed circuit board. Failure to comply may cause damage to equipment.

NOTE

Identification tags should remain in place until the output box is completely re-assembled and has been tested for proper operation.

Apply a thin coat of electrically conductive grease to all electrical connections prior to assembly.

3. Apply a thin coat of electrically conductive grease to wiring harness (Figure 2, Item 7) of hour meter (Figure 2, Item 3) and printed circuit board module.
4. Install wiring harness (Figure 2, Item 7) to printed circuit board module using identifications tags installed during disassembly as a guide (WP 0061, Remove/Install Printed Circuit Board Module).
5. Position cover in output box.
6. Install five button head screws that secure cover of output box.
7. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
8. Close generator set doors.
9. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
10. Start engine and check for proper operation.
11. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL 50/60 HZ ENGINE ASSEMBLY

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162 Table 2, Item 42)

Torque Tube, 5-75 FT-LB (WP 0162, Table 2, Item 46)

Torque Wrench Head End, 1/4" X 3/8" Drive, 9/16" (WP 0162, Table 2, Item 48)

Wrench, Oil Filter, Strap (WP 0162, Table 2, Item 49)

Wrench, Torque, Click, Ratcheting, 1/2" Drive, 250 FT-LB (WP 0162, Table 2, Item 50)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Assembly, engine (WP 0125, Repair Parts List, Figure 25, Item 1)

Isolator, vibration, engine mount (2) (WP 0122, Repair Parts List, Figure 22, Item 12)

Nut, self-locking, hexagon (WP 0122, Repair Parts List, Figure 22, Item 8)

Washer, sealing (2) (WP 0126, Repair Parts List, Figure 26, Item 22)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cloth, abrasive, crocus (WP 0163, Item 12)

Compound, antiseize (WP 0163, Item 14)

Distilled water (WP 0163, Item 18)

Grease, electrically conductive (WP 0163, Item 21)

Lubricating oil, engine (WP 0163, Item 24)

Pan, drain (3) (WP 0163, Item 29)

Penetrating oil (2) (WP 0163, Item 30)

Rag, wiping (6) (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Materials/Parts

Soap, ivory (WP 0163, Item 34)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0085, Remove/Install Engine Speed Sensor

WP 0095, General Maintenance

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Batteries removed (WP 0036, Remove/Install Batteries)

Cooling system drained (WP 0021, Service Cooling System)

Fuel system drained (WP 0040, Service Fuel System)

Engine oil drained (WP 0065, Service Lubrication System)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Right-side body panel removed (WP 0032, Remove/Install Right-Side Body Panel)

AC generator removed from flywheel and flywheel housing (WP 0053, Remove/Install 50/60 Hz AC Generator Assembly)

Fuel supply and return hoses from fuel filter/water separator removed (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly)

Front body panel removed with fuel filter/water separator attached (WP 0029, Remove/Install Front Body Panel)

INITIAL SETUP — CONTINUED:**Equipment Conditions — Continued**

Air intake hose assemblies disconnected from engine (WP 0019, Remove/Install Air Intake Hose Assemblies)

Radiator hoses disconnected from engine (WP 0024, Remove/Install Radiator Hose and Tube Assemblies)

Exhaust outlet pipe removed from engine (WP 0077, Remove/Install Muffler)

Wiring removed from battery-charging alternator (WP 0074, Remove/Install Battery-Charging Alternator Assembly)

Equipment Conditions — Continued

Wiring removed from starter (WP 0072, Remove/Install Starter)

Coolant heater and bracket removed (if installed) (WP 0025, Remove/Install Winterization Kit Components)

REMOVE/INSTALL 50/60 HZ ENGINE ASSEMBLY 50/60 HZ**WARNING**

Engine assembly weighs approximately 355 lb (161 kg). Use suitable lifting device with the capacity to lift the weight of the engine assembly. Failure to comply may cause injury or death to personnel.

Comply with all lifting requirements. Observe the decals on equipment which identify the weight and determine if an assistant is needed. Maximum lift is 37 lb (16.81 kg) for one person, 74 lb (33.6 kg) for two persons, and 101 lb (45.8 kg) for three persons. Failure to comply may cause injury or death to personnel.

Remove 50/60 Hz Engine Assembly**NOTE**

Cap/plug all open fuel lines/fittings and cooling ports and hoses to prevent dirt and debris from entering the engine.

Tag all electrical wires and connectors from engine and components prior to removal to aid installation. Remove tags from wires and connectors at installation.

All parts removed or disconnected from the engine assembly are intended for reuse at time of reassembly unless they are damaged and must be replaced.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate engine on generator set skid (Figure 1).

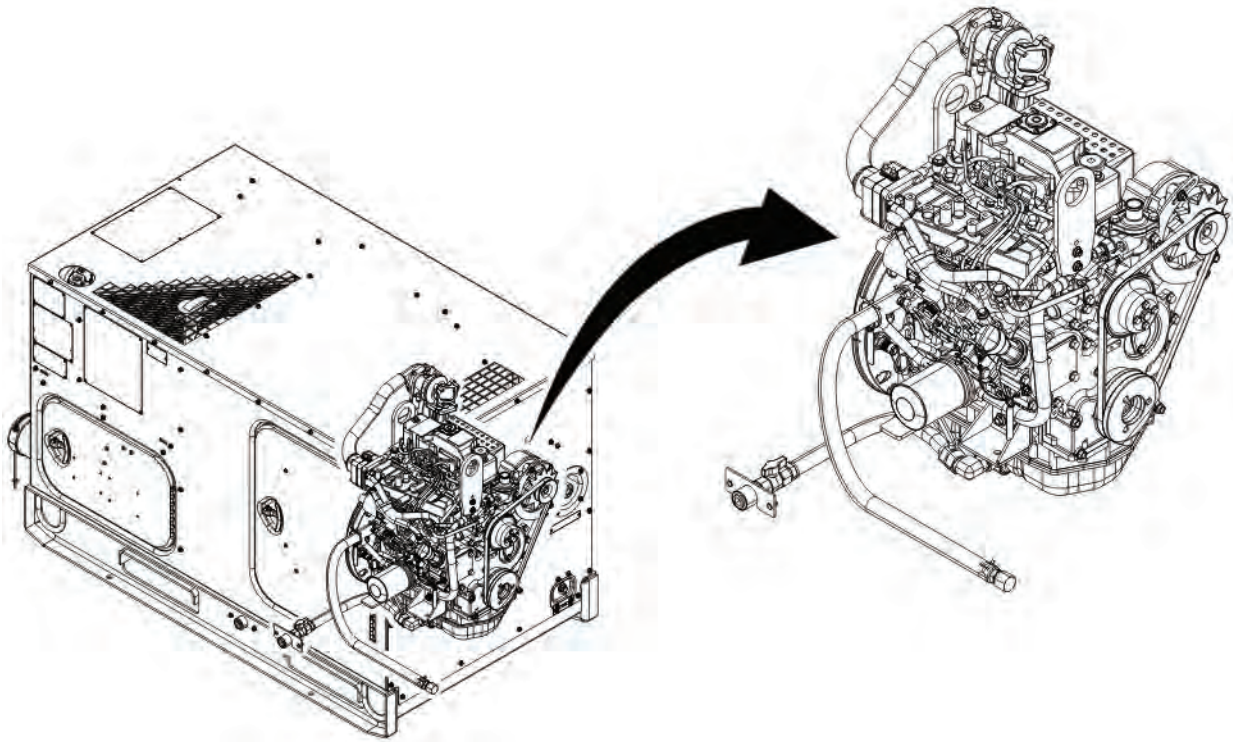


Figure 1. Engine — Location.

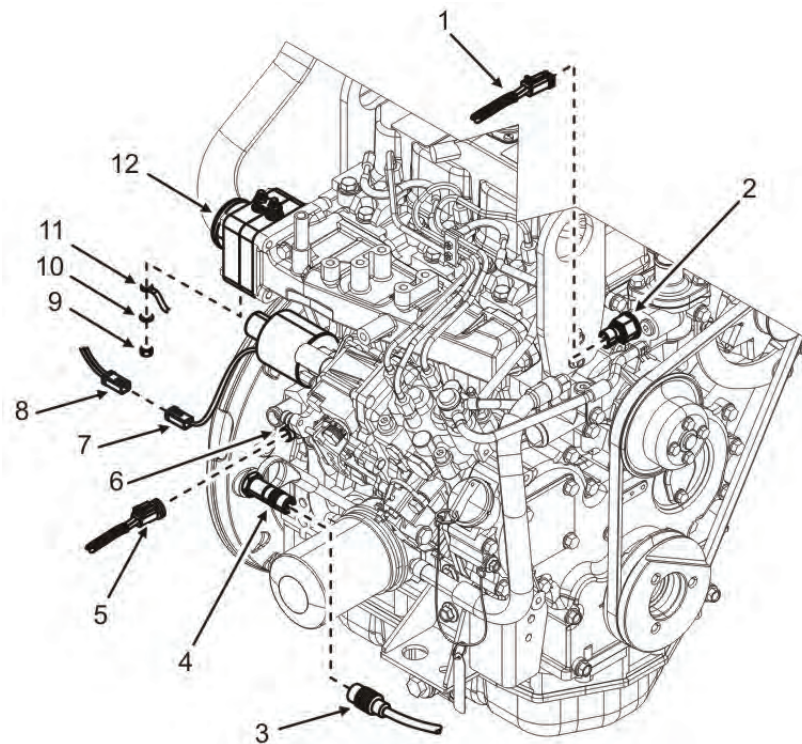


Figure 2. Electrical Connectors — Removal.

3. Disconnect electrical connectors at the following locations:
 - a. Electrical connector (Figure 2, Item 8) at governor actuator connector (Figure 2, Item 7).
 - b. Electrical connector (Figure 2, Item 1) at engine coolant temperature sensor (Figure 2, Item 2).
 - c. Electrical connector (Figure 2, Item 5) at engine oil pressure sender (Figure 2, Item 6).
 - d. Electrical connector (Figure 2, Item 3) at the engine speed sensor (Figure 2, Item 4).
4. Remove nut (Figure 2, Item 9) and washer (Figure 2, Item 10) securing ground wire (Figure 2, Item 11) to air intake heaters (Figure 2, Item 12).
5. Remove two socket-head screws (Figure 3, Item 8) that secure bulkhead fitting (Figure 3, Item 7) to unit skid.
6. Place rags under engine oil drain hose (Figure 3, Item 1) to capture any residual oil.

NOTE

Two wrenches are needed to separate banjo fitting (Figure 3, Item 2) of engine oil drain hose (Figure 3, Item 1) from fitting elbow (Figure 3, Item 6) at engine oil pan.

7. Separate banjo fitting (Figure 3, Item 2) of engine oil drain hose (Figure 3, Item 1) from nut (Figure 3, Item 5) of elbow (Figure 3, Item 6) at engine oil pan.
8. Remove oil drain hose assembly from generator set and place on a suitable work surface.
9. Remove dipstick tube (Figure 3, Item 4) and two sealing washers (Figure 3, Item 3) from banjo fitting (Figure 3, Item 2). Discard two sealing washers (Figure 3, Item 3).
10. Dispose of soiled rags IAW local SOP.
11. Open hose clip (Figure 4, Item 2) on crankcase breather hose (Figure 4, Item 1) and slide away from valve cover nipple (Figure 4, Item 3).

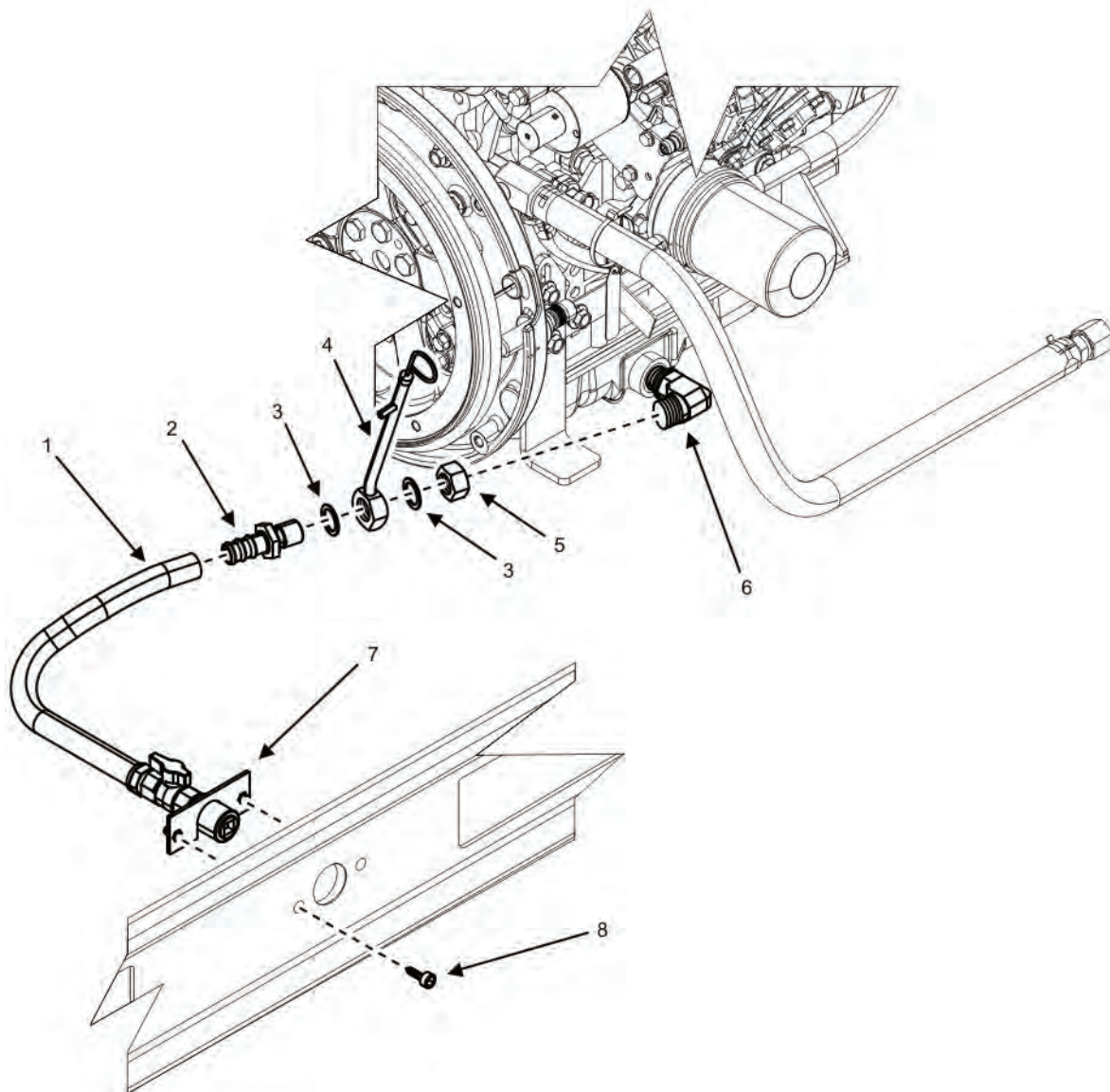


Figure 3. Engine Oil Drain Hose — Removal.

12. Remove crankcase breather hose (Figure 4, Item 1) from valve cover nipple (Figure 4, Item 3).
13. Allow hose clip (Figure 4, Item 2) to remain on crankcase breather hose (Figure 4, Item 1).

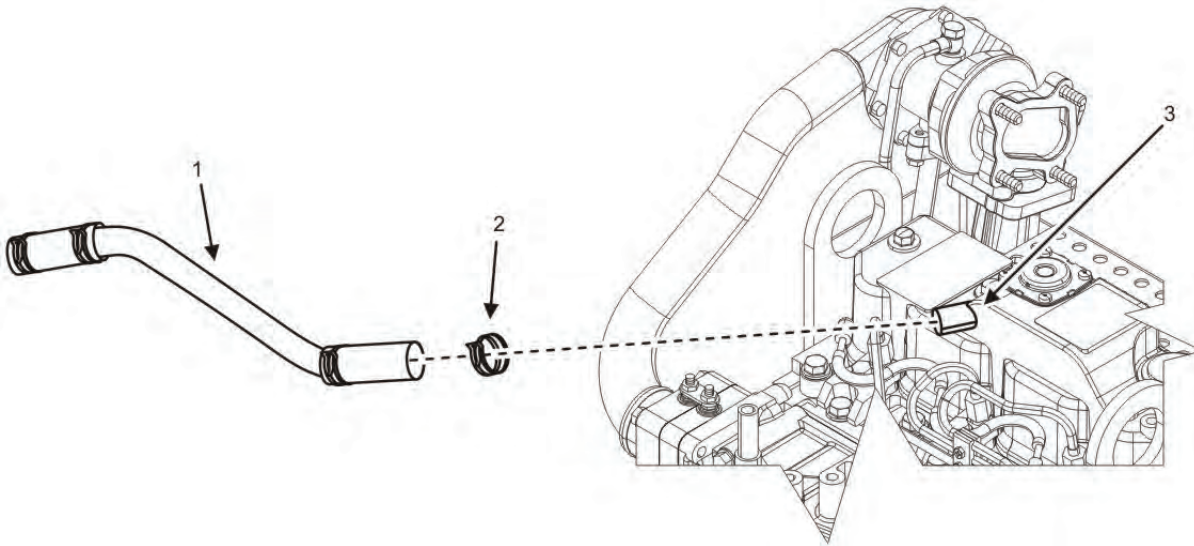


Figure 4. Breather Hose — Removal.

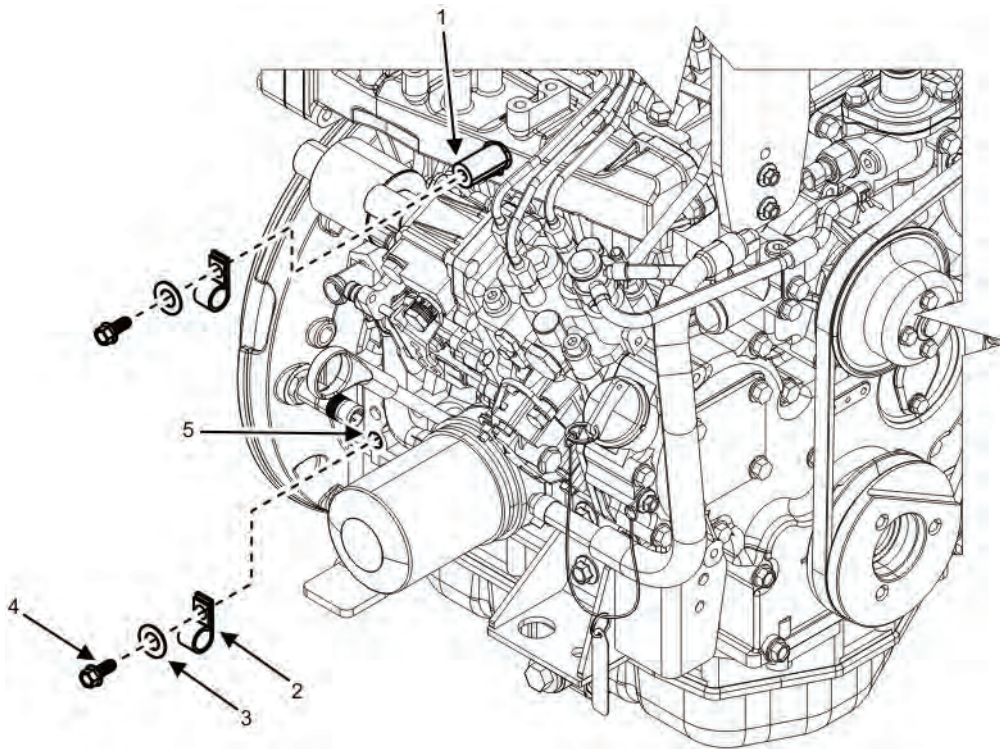


Figure 5. Electrical Connectors Clamp Intake Side — Removal.

NOTE

Engine speed sensor may need to be repositioned or removed to remove clamp (Figure 5, Item 2).

14. Remove screw (Figure 5, Item 4) and flat washer (Figure 5, Item 3) that secure loop clamp (Figure 5, Item 2) to engine boss at intake manifold (Figure 5, Item 1) and below engine speed sensor (Figure 5, Item 5) on rear engine support.

15. Remove screw (Figure 6, Item 3) and flat washer (Figure 6, Item 2) that secure loop clamp (Figure 6, Item 1) to engine boss below starter (Figure 6, Item 4).

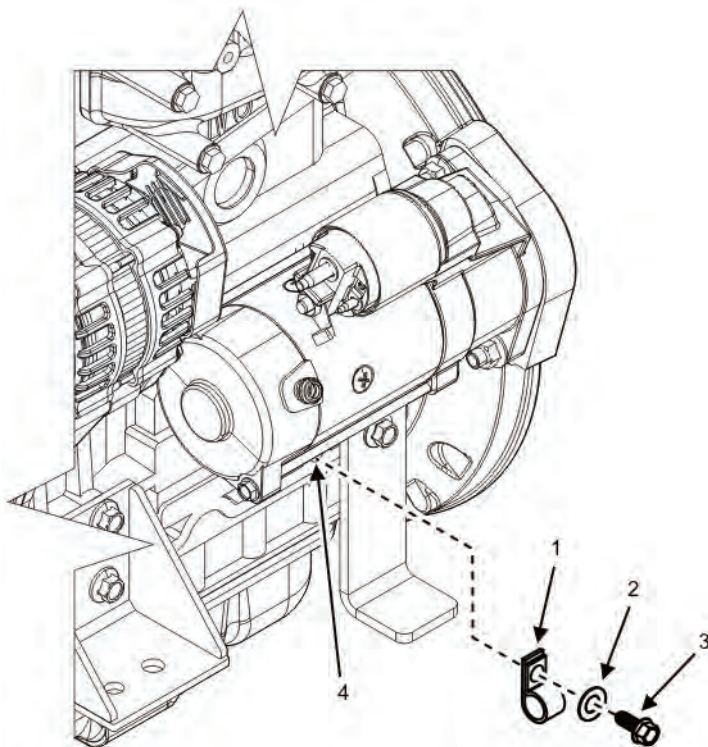


Figure 6. Electrical Connector Clamp Exhaust Side — Removal.

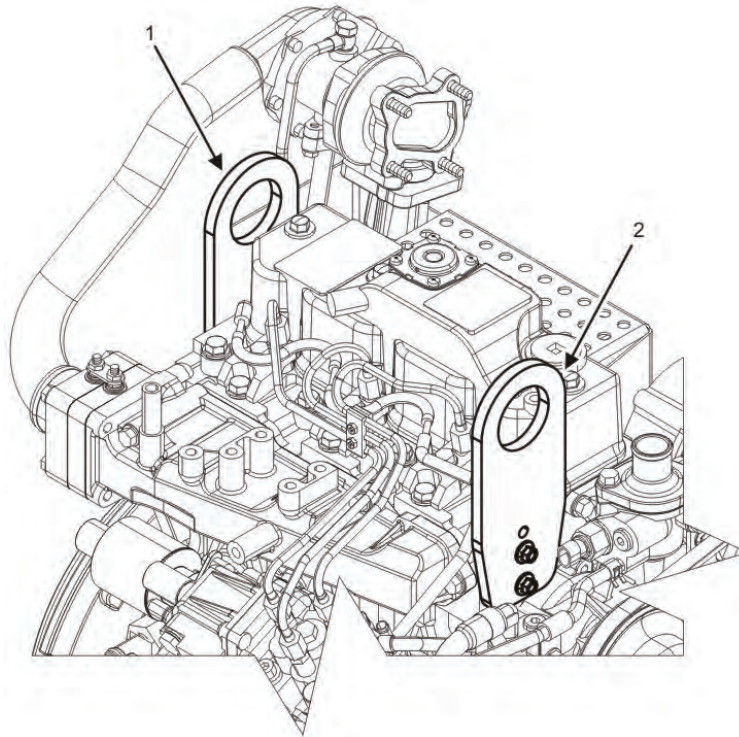


Figure 7. Lifting Eyes — Detail.

16. Inspect lifting eyes (Figure 7, Items 1 and 2) for damage and missing or loose attaching hardware (not shown).
17. Replace damaged lifting eyes (Figure 7, Items 1 and 2) and missing hardware (not shown) as required.
18. Torque loose lifting eye hardware (not shown) to 18 – 21 ft/lb (24 – 29 Nm) as required.
19. Attach suitable lifting device to lifting eyes (Figure 7, Items 1 and 2) of engine.
20. Raise lifting device to remove slack in chains.
21. Remove engine mounting bolt (Figure 8, Item 5), snubbing washer (Figure 8, Item 4), flat washer (Figure 8, Item 2), and lock nut (Figure 8, Item 1) securing engine mount plate to left-side vibration isolator (Figure 8, Item 3). Discard lock nut (Figure 8, Item 1).
22. Remove two nuts (Figure 8, Item 6) and two screws (Figure 8, Item 7) that secure vibration isolators (Figure 8, Item 3) to unit skid. Discard vibration isolators (Figure 8, Item 3).
23. Repeat steps 20 through 22 for right-side vibration isolator (not shown).

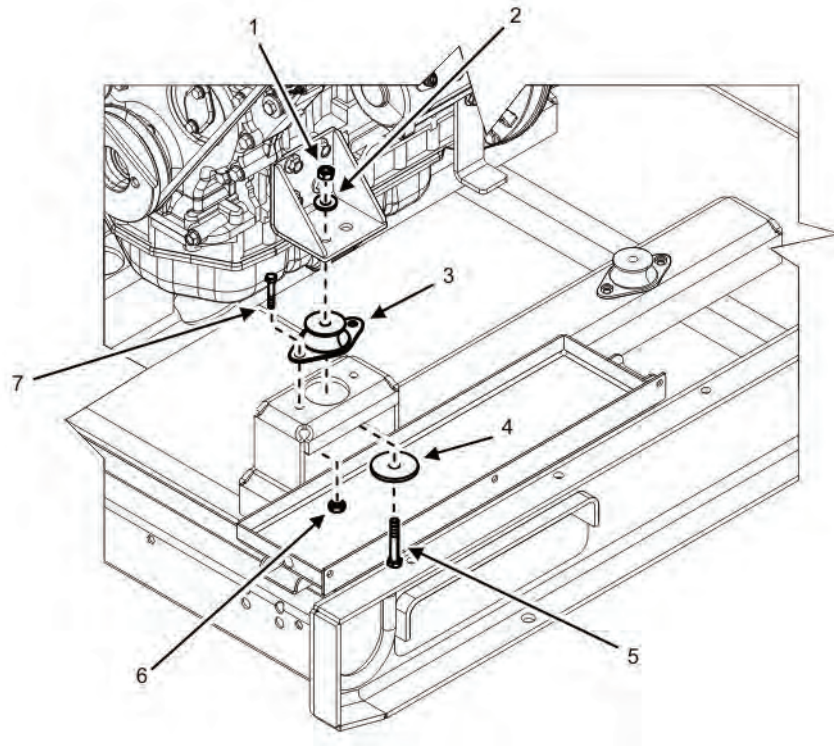


Figure 8. Engine Mounts — Removal.

WARNING

When lifting engine, use lifting equipment with minimum lifting capacity of 1000 lb (453.6 kg). Do not stand or put arms, legs, or any body part under hoisted load. Do not permit engine to swing. Failure to comply may cause injury or death to personnel.

24. Lift engine slightly until free of engine mounts using suitable lifting device (Figure 9).
25. Secure engine to engine stand or other suitable work surface.

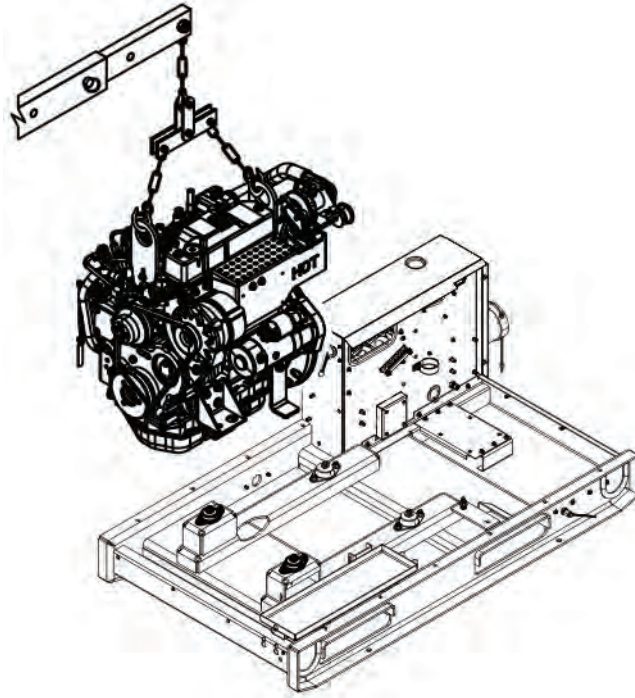


Figure 9. Engine — Removal.

NOTE

A complete engine assembly is required for rebuild.

26. Remove lifting device from engine.

END OF TASK

Inspect 50/60 Hz Engine Assembly

1. Inspect lifting eyes (Figure 7, Items 1 and 2) for damage or loose hardware. Replace as required.
2. Inspect all bolts and washers for damage, deterioration, or wear and replace as required.
3. Inspect mounting location on skid for damage, corrosion, or cracks and replace as required.
4. Inspect electrical connectors for damage, corrosion, cracks, frayed wires, or excessive weathering. Repair wiring harness electrical connectors as required. See Repair Electrical Connectors (WP 0095, General Maintenance).

END OF TASK

Install 50/60 Hz Engine Assembly

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation.

1. Position new vibration isolators (Figure 8, Item 3) to mounting location on unit skid and secure by installing two nuts (Figure 8, Item 6) and two screws (Figure 8, Item 7) finger-tight.
2. Torque vibration isolator mounting nuts to 34 – 42 ft/lb (47 – 57 Nm).

3. Inspect lifting eyes (Figure 7, Items 1 and 2) for damage and missing or loose attaching hardware (not shown).
4. Replace damaged lifting eyes (Figure 7, Items 1 and 2) and missing hardware (not shown) as required.
5. Torque loose lifting eye hardware (not shown) to 18 – 21 ft/lb (24 – 29 Nm) as required.
6. Attach suitable lifting device to lifting eyes (Figure 7, Items 1 and 2) of engine.
7. Position engine to its approximate mounting location in unit skid.
8. Clean mating surfaces of engine flywheel using a crocus cloth.
9. Apply antiseize compound to mating surfaces of engine flywheel to minimize corrosion of dissimilar metals.
10. Lower engine slowly, using lifting device, until mounting holes on engine mounts align with vibration isolator (Figure 8, Item 3).
11. Insert engine mounting bolts (Figure 8, Item 5) upside-down (from top) in engine mount to temporarily secure engine to vibration isolators (Figure 8, Item 3) on unit skid.
12. Remove left-side engine mounting bolt (Figure 8, Item 5) installed upside-down in step 11.
13. Install snubbing washer (Figure 8, Item 4) to engine mounting bolt (Figure 8, Item 5).
14. Install engine mounting bolt (Figure 8, Item 5) with snubbing washer (Figure 8, Item 4) through unit skid and bottom of vibration isolator (Figure 8, Item 3) on left side of skid.
15. Install new lock nut (Figure 8, Item 1) and flat washer (Figure 8, Item 2) to engine mounting bolt (Figure 8, Item 5) to secure engine to skid and vibration isolator (Figure 8, Item 3).
16. Torque new engine mounting lock nut (Figure 8, Item 1) to 62 – 70 ft/lb (85 – 95 Nm).
17. Repeat steps 12 through 16 to install engine mounting bolt to right-side of skid.
18. Remove lifting device from engine.
19. Install screw (Figure 5, Item 4) (Figure 6, Item 3) and flat washer (Figure 5, Item 3) (Figure 6, Item 2) that secure loop clamp (Figure 5, Item 2) (Figure 6, Item 1) to engine boss at the three locations listed below:
 - a. Intake manifold (Figure 5, Item 1).
 - b. Below engine speed sensor (Figure 5, Item 5) on rear engine support.
 - c. Below starter (Figure 6, Item 4).

NOTE

If engine speed sensor was removed or repositioned to access clamp (Figure 5, Item 2) during disassembly, install and/or adjust engine speed sensor (WP 0085 Remove/Install Engine Speed Sensor).

Prior to installation, remove all caps/plugs from crankcase breather hose (Figure 4, Item 1) and valve cover nipple (Figure 4, Item 3).

20. Install crankcase breather hose (Figure 4, Item 1) to valve cover nipple (Figure 4, Item 3).
21. Slide and position hose clip (Figure 4, Item 2) at valve cover nipple (Figure 4, Item 1).

NOTE

Prior to installation of oil drain hose, remove all caps/plugs from oil hoses/fittings. Capture spilled engine oil and dispose of IAW local SOP.

Two wrenches are needed to install banjo fitting (Figure 3, Item 2) of oil drain hose (Figure 3, Item 1) to elbow (Figure 3, Item 6) of engine oil pan.

22. Install dipstick tube (Figure 3, Item 4) and two new sealing washers (Figure 3, Item 3) to banjo fitting (Figure 3, Item 2) of oil drain hose assembly (Figure 3, Item 1).
23. Install banjo fitting (Figure 3, Item 2) to oil drain hose (Figure 3, Item 1).
24. Install dipstick tube (Figure 3, Item 4) and two new sealing washers (Figure 3, Item 3) to banjo fitting (Figure 3, Item 2).
25. Apply sealant to banjo fitting (Figure 3, Item 2) and install banjo fitting (Figure 3, Item 2) to nut (Figure 3, Item 5) of elbow (Figure 3, Item 2) at engine oil pan.
26. Secure electrical connectors at the following locations:
 - a. Electrical connector (Figure 2, Item 8) at engine stop solenoid (Figure 2, Item 7).
 - b. Electrical connector (Figure 2, Item 1) at engine coolant temperature sensor (Figure 2, Item 2).
 - c. Electrical connector (Figure 2, Item 5) at engine oil pressure sender (Figure 2, Item 6).
 - d. Electrical connector (Figure 2, Item 3) at the engine speed sensor (Figure 2, Item 4).
27. Position ground wire (Figure 2, Item 11) to air intake heater (Figure 2, Item 12).
28. Install ground wire (Figure 2, Item 11) to air intake heater (Figure 2, Item 12) with nut (Figure 2, Item 9) and washer (Figure 2, Item 10).
29. Install AC generator to engine flywheel and flywheel housing (WP 0053, Remove/Install 50/60 Hz AC Generator Assembly).
30. Install winterization kit (if required) and bracket (WP 0025, Remove/Install Winterization Kit Components).
31. Install exhaust outlet pipe to engine (WP 0077, Remove/Install Muffler).
32. Install radiator hoses (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
33. Connect air intake hose assemblies (WP 0019, Remove/Install Air Intake Hose Assemblies).
34. Install front body panel with fuel filter/water separator attached (WP 0029, Remove/Install Front Body Panel).
35. Install fuel supply and return hoses to fuel filter/water separator (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
36. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
37. Install left-side panel (WP 0031, Remove/Install Left-Side Body Panel).
38. Install top body panel (WP 0028, Remove/Install Top Body Panel).
39. Fill coolant (WP 0021, Service Cooling System).
40. Fill engine oil (WP 0065, Service Lubrication System).
41. Fill fuel tank (WP 0040, Service Fuel System).
42. Install batteries (WP 0036, Remove/Install Batteries).
43. Close left-side door.
44. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
45. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).

46. Repair as required.

47. Ensure oil and coolant levels are at proper operating level (WP 0065, Service Lubrication System and WP 0021, Service Cooling System).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL 400 HZ ENGINE ASSEMBLY

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Torque Tube, 5-75 FT-LB (WP 0162, Table 2, Item 46)

Torque Wrench Head End, 1/4" X 3/8" Drive, 9/16" (WP 0162, Table 2, Item 48)

Wrench, Oil Filter, Strap (WP 0162, Table 2, Item 49)

Wrench, Torque, Click, Ratcheting, 1/2" Drive, 250 FT-LB (WP 0162, Table 2, Item 50)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Assembly, engine (WP 0125, Repair Parts List, Figure 25, Item 1)

Isolator, vibration, engine mount (2) (WP 0122, Repair Parts List, Figure 22, Item 12)

Nut, self-locking, hexagon (2) (WP 0122, Repair Parts List, Figure 22, Item 8)

Washer, sealing (2) (WP 0126, Repair Parts List, Figure 26, Item 22)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cloth, abrasive, crocus (WP 0163, Item 12)

Compound, antiseize (WP 0163, Item 14)

Distilled water (WP 0163, Item 18)

Grease, electrically conductive (WP 0163, Item 21)

Lubricating oil, engine (WP 0163, Item 24)

Pan, drain (3) (WP 0163, Item 29)

Penetrating oil (2) (WP 0163, Item 30)

Rag, wiping (6) (WP 0163, Item 32)

Materials/Parts

Sealant (WP 0163, Item 33)

Soap, ivory (WP 0163, Item 34)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0085, Remove/Install Engine Speed Sensor

WP 0095, General Maintenance

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Batteries removed (WP 0036, Remove/Install Batteries)

Cooling system drained (WP 0021, Service Cooling System)

Fuel system drained (WP 0040, Service Fuel System)

Engine oil drained (WP 0065, Service Lubrication System)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Right-side body panel removed (WP 0032, Remove/Install Right-Side Body Panel)

Fuel supply and return hoses from fuel filter/water separator removed (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly)

Front body panel removed with fuel filter/water separator attached (WP 0029, Remove/Install Front Body Panel)

INITIAL SETUP — CONTINUED:**Equipment Conditions — Continued**

Air intake hose assemblies disconnected from engine (WP 0019, Remove/Install Air Intake Hose Assemblies)

Radiator hoses disconnected from engine (WP 0024, Remove/Install Radiator Hose and Tube Assemblies)

Exhaust outlet pipe removed from engine (WP 0077, Remove/Install Muffler)

Wiring removed from battery-charging alternator (WP 0074, Remove/Install Battery-Charging Alternator Assembly)

Equipment Conditions — Continued

Starter removed (WP 0072, Remove/Install Starter)

Coolant heater and bracket removed (if installed) (WP 0025, Remove/Install Winterization Kit Components)

REMOVE/INSTALL ENGINE ASSEMBLY 400 HZ**WARNING**

Engine assembly weighs approximately 355 lb (161 kg). Use suitable lifting device with the capacity to lift the weight of the engine assembly. Failure to comply may cause injury or death to personnel.

Comply with all lifting requirements. Observe the decals on equipment which identify the weight and determine if an assistant is needed. Maximum lift is 37 lb (16.81 kg) for one person, 74 lb (33.6 kg) for two persons, and 101 lb (45.8 kg) for three persons. Failure to comply may cause injury or death to personnel.

Remove 400 Hz Engine Assembly

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate engine on generator set skid (Figure 1).

NOTE

Cap/plug all open fuel lines/fittings and cooling ports and hoses to prevent dirt and debris from entering the engine.

Tag all electrical wires and connectors from engine and components prior to removal to aid installation. Remove tags from wires and connectors at installation.

All parts removed or disconnected from the engine assembly are intended for reuse at time of reassembly unless they are damaged and must be replaced.

3. Disconnect electrical connectors at the following locations:
 - a. Electrical connector (Figure 2, Item 8) at governor actuator connector (Figure 2, Item 7).
 - b. Electrical connector (Figure 2, Item 1) at engine coolant temperature sensor (Figure 2, Item 2).
 - c. Electrical connector (Figure 2, Item 5) at engine oil pressure sender (Figure 2, Item 6).
 - d. Electrical connector (Figure 2, Item 3) at the engine speed sensor (Figure 2, Item 4).

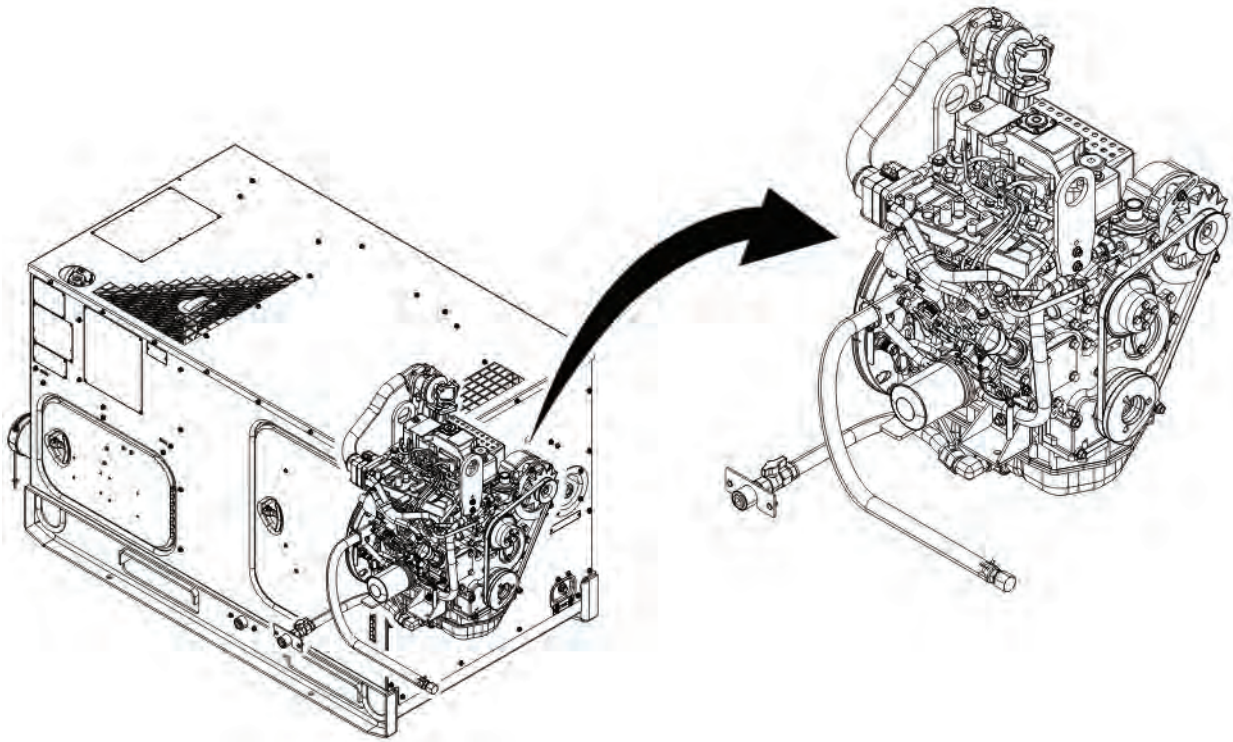


Figure 1. Engine — Location.

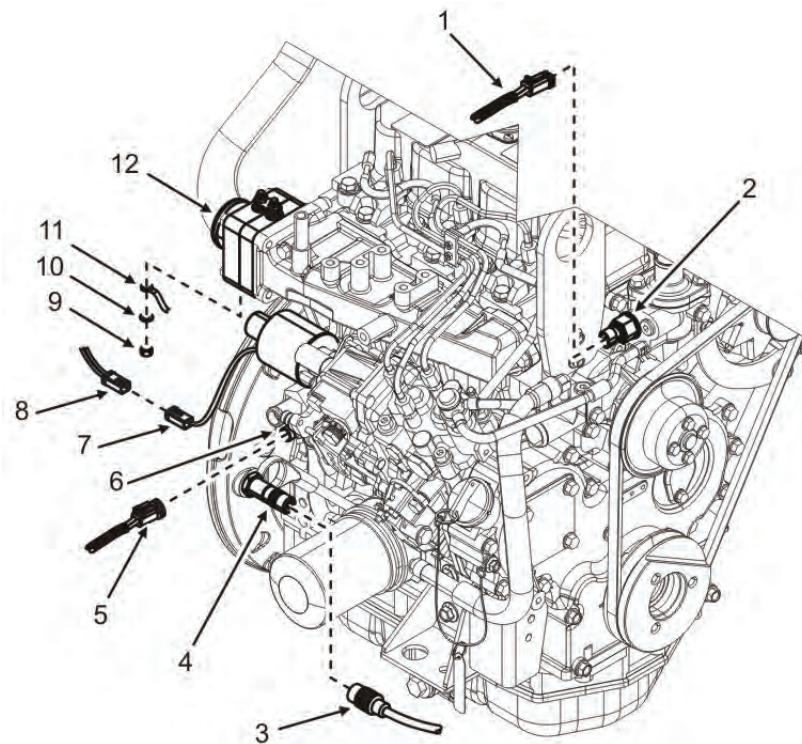


Figure 2. Electrical Connectors — Removal.

4. Remove nut (Figure 2, Item 9) and washer (Figure 2, Item 10) securing ground wire (Figure 2, Item 11) to two air intake heaters (Figure 2, Item 12).

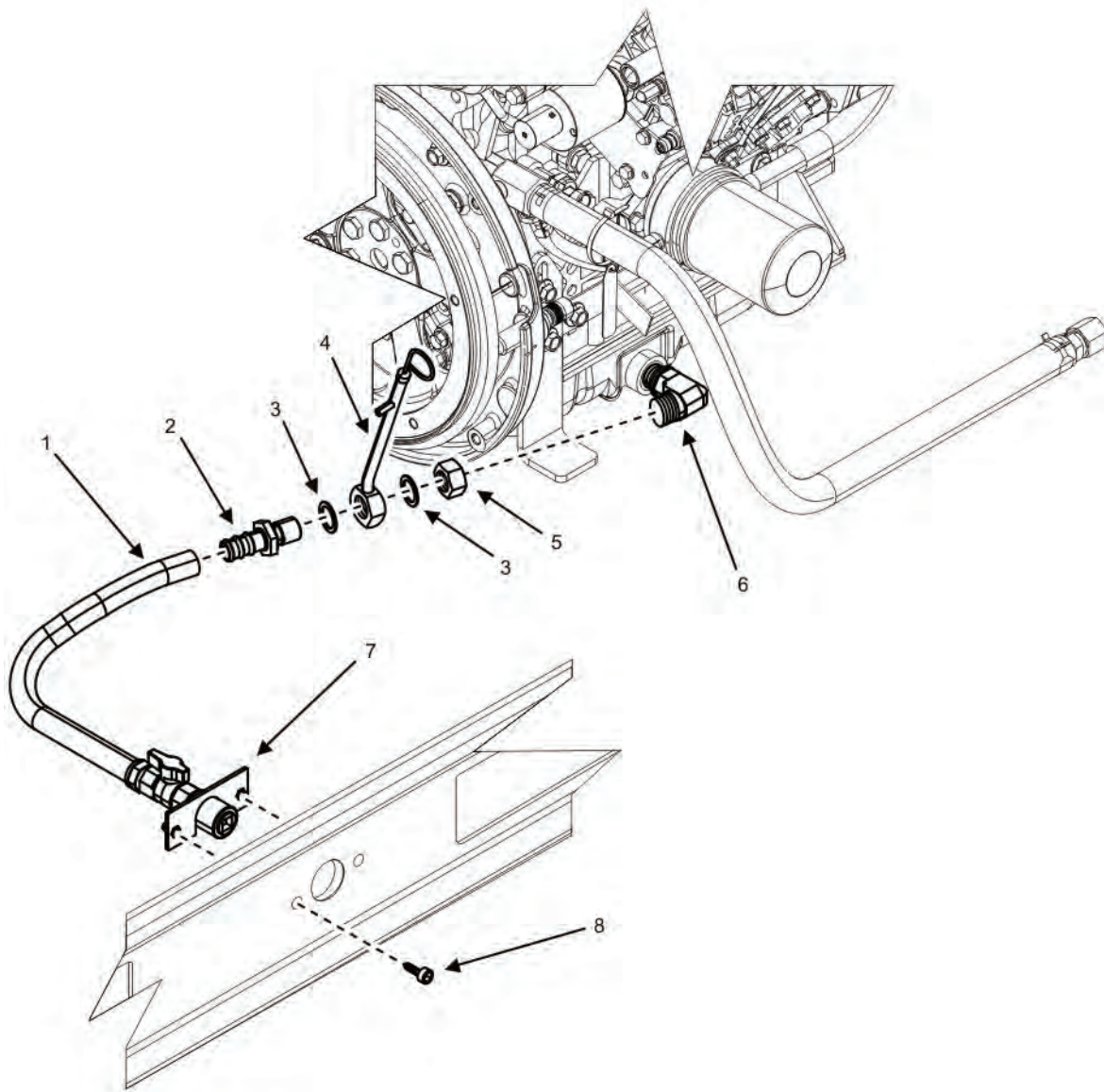


Figure 3. Engine Oil Drain Hose — Removal.

5. Remove two screws (Figure 3, Item 8) that secure bulkhead fitting (Figure 3, Item 7) to unit skid.
6. Place rags under engine oil drain hose (Figure 3, Item 1) to capture any residual oil.

NOTE

Two wrenches are needed to separate banjo fitting (Figure 3, Item 2) of oil drain hose (Figure 3, Item 1) from nut (Figure 3, Item 5) of elbow (Figure 3, Item 6) at engine oil pan.

7. Separate banjo fitting (Figure 3, Item 2) from elbow (Figure 3, Item 6) at engine oil pan.
8. Remove oil drain hose assembly and place on a suitable working surface.
9. Remove dipstick tube (Figure 3, Item 4) and two sealing washers (Figure 3, Item 3) from banjo fitting (Figure 3, Item 2). Discard two sealing washers (Figure 3, Item 3).

10. Dispose of soiled rags IAW local SOP.

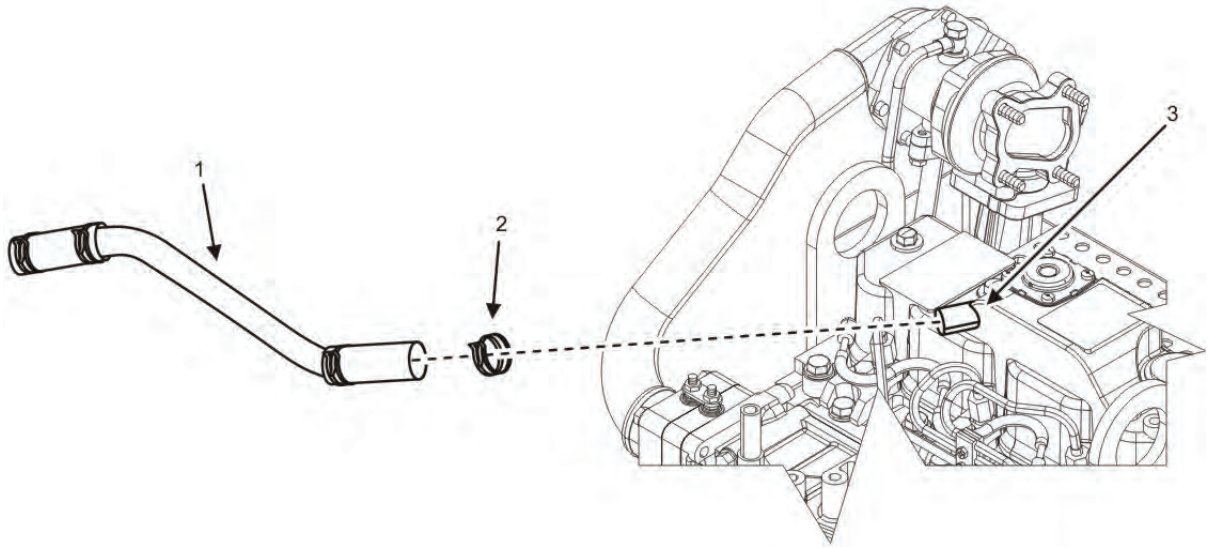


Figure 4. Breather Hose — Removal.

11. Open hose clip (Figure 4, Item 2) on crankcase breather hose (Figure 4, Item 1) and slide away from valve cover nipple (Figure 4, Item 3).
12. Remove crankcase breather hose (Figure 4, Item 1) from valve cover nipple (Figure 4, Item 3).
13. Allow hose clip (Figure 4, Item 2) to remain on crankcase breather hose (Figure 4, Item 1).

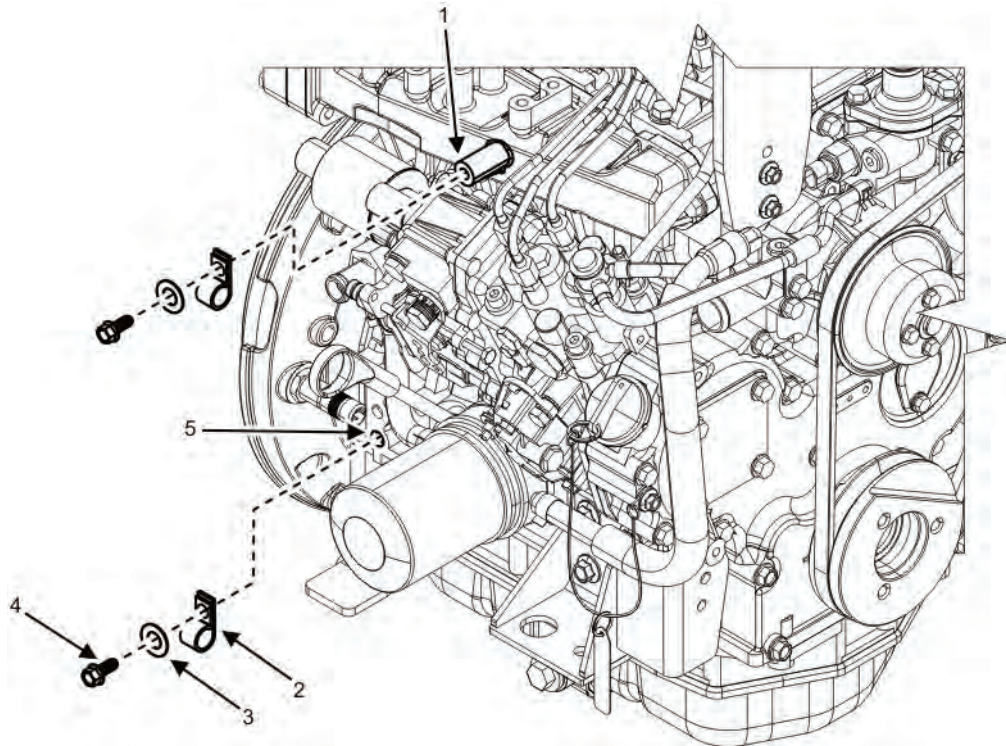


Figure 5. Electrical Connectors Clamp Intake Side — Removal.

NOTE

Engine speed sensor (Figure 3, Item 6) may need to be repositioned or removed to remove lower clamp (Figure 3, Item 2).

14. Remove screw (Figure 5, Item 4) and flat washer (Figure 5, Item 3) that secure loop clamp (Figure 5, Item 2) to engine boss at intake manifold (Figure 5, Item 1) and below engine speed sensor (Figure 5, Item 5) on rear engine support.
15. Remove screw (Figure 6, Item 3) and flat washer (Figure 6, Item 2) that secure loop clamp (Figure 6, Item 1) to engine boss below starter (Figure 6, Item 4).

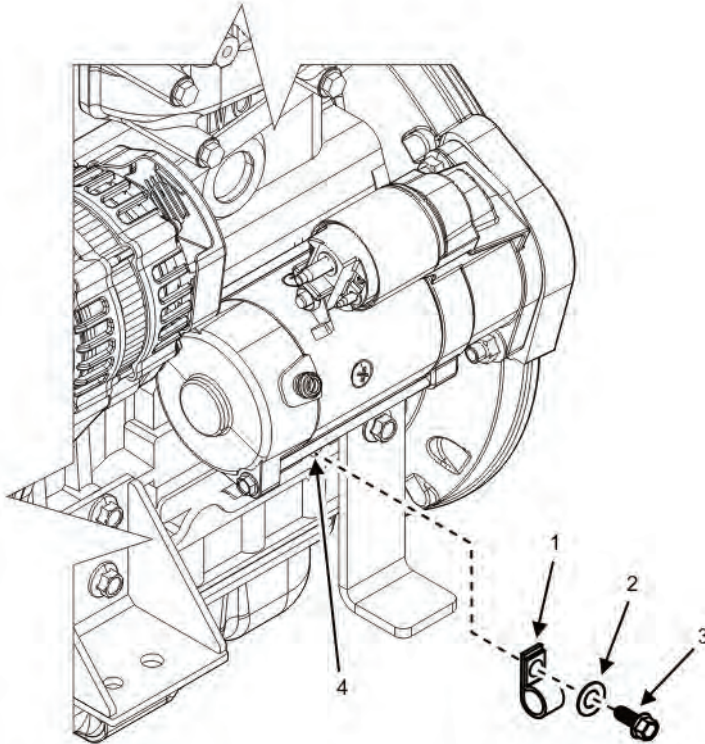


Figure 6. Electrical Connector Clamp Exhaust Side — Removal.

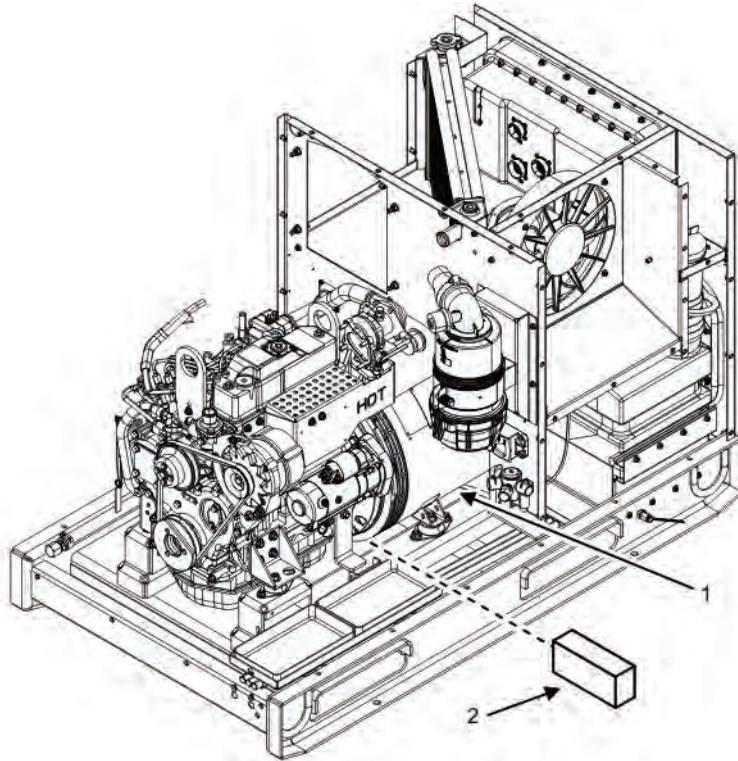


Figure 7. Block AC Generator — Detail.

16. Place blocking (Figure 7, Item 2) under front and rear of AC generator (Figure 7, Item 1) to support AC generator (Figure 7, Item 1).
17. Inspect lifting eyes (Figure 8, Items 1 and 2) for damage and missing or loose attaching hardware (not shown). Replace damaged lifting eyes (Figure 8, Items 1 and 2) and missing hardware (not shown) as required.
18. Torque loose lifting eye hardware (not shown) to 18 – 21 ft/lb (24 – 29 Nm) as required.
19. Attach suitable lifting device to lifting eyes (Figure 8, Items 1 and 2) of engine.
20. Raise lifting device to remove slack in chains.

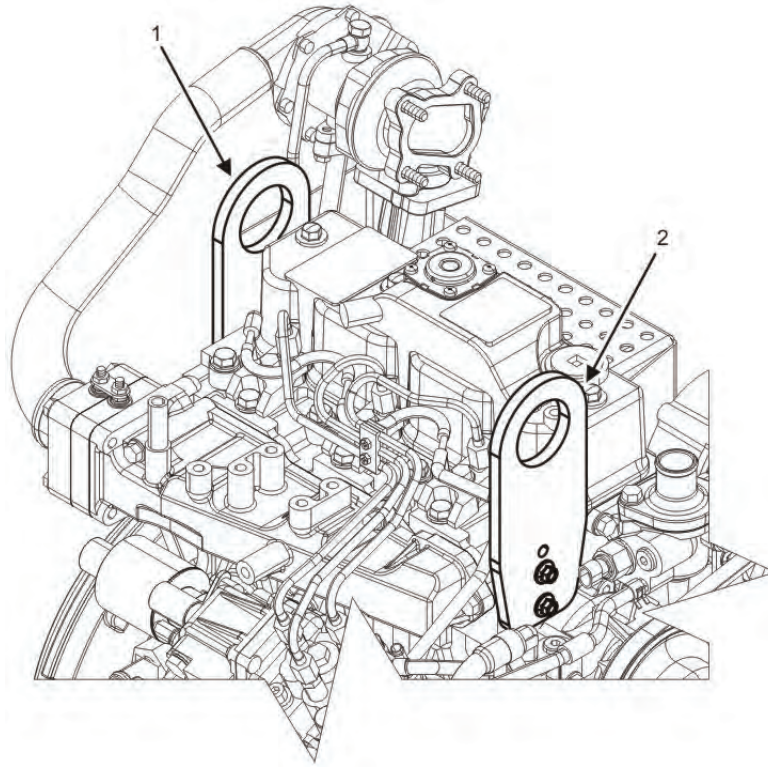


Figure 8. Lifting Eyes — Detail.

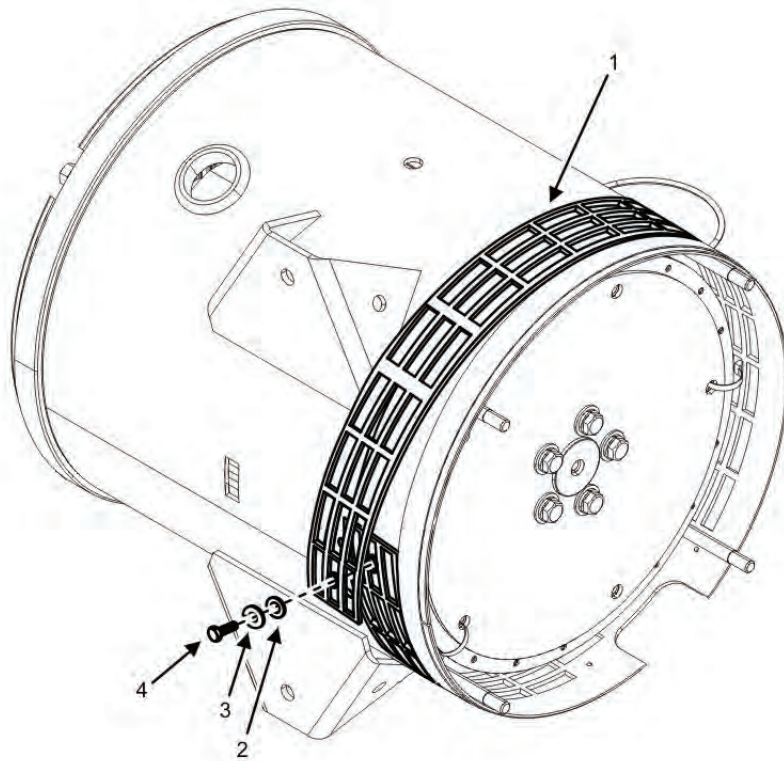


Figure 9. AC Generator Screen — Removal.

NOTE

The AC generator screen (Figure 9, Item 1) must be removed to access screws (Figure 10, Items 2 and 8) and washers (Figure 10, Item 3) securing fan (Figure 10, Item 4) and AC generator drive plate (Figure 10, Item 5) to engine flywheel (Figure 10, Item 6).

21. Remove screw (Figure 9, Item 4), lock washer (Figure 9, Item 3), and flat washer (Figure 9, Item 2) securing screen (Figure 9, Item 1) to AC generator. Discard lock washer (Figure 9, Item 3).
22. Remove screen (Figure 9, Item 1) from AC generator.
23. Rotate engine harmonic balancer hex cap screw clockwise (not shown) (viewed from water pump end of engine) using socket and breaker bar to gain access to screws (Figure 10, Items 2 and 8).
24. Remove five screws (Figure 10, Item 2) and five washers (Figure 10, Item 3) securing fan (Figure 10, Item 4) and AC generator drive plate (Figure 10, Item 5) to engine flywheel (Figure 10, Item 6).
25. Remove four 12-point screws (Figure 10, Item 8) securing AC generator (Figure 10, Item 1) to engine flywheel housing (Figure 10, Item 7).
26. Remove engine mounting bolt (Figure 11, Item 5), snubbing washer (Figure 11, Item 4), flat washer (Figure 11, Item 2), and lock nut (Figure 11, Item 1) securing engine mount plate to left-side vibration isolator (Figure 11, Item 3). Discard lock nut (Figure 11, Item 1).
27. Remove two nuts (Figure 11, Item 6) and two screws (Figure 11, Item 5) that secure vibration isolators (Figure 11, Item 3) to unit skid. Discard vibration isolators (Figure 11, Item 3).
28. Repeat steps 26 and 27 for right-side vibration isolator (not shown).

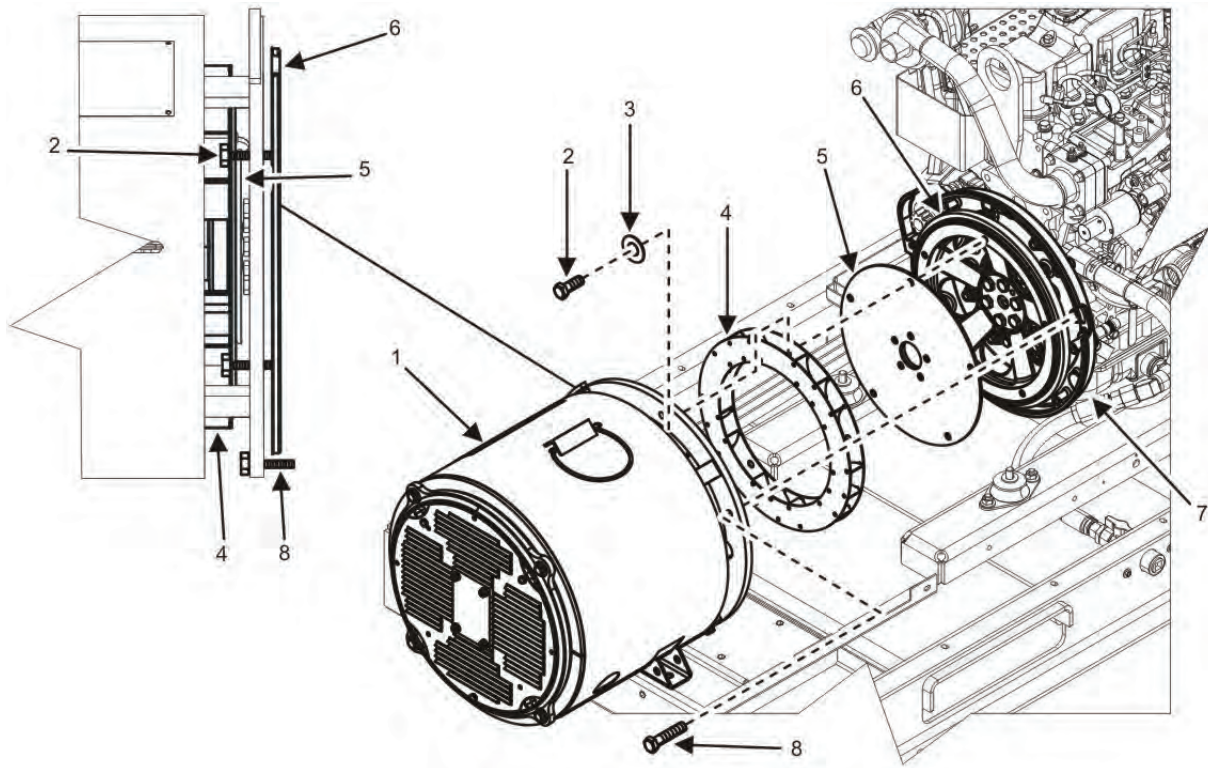


Figure 10. AC Generator Separation, 400 Hz — UOC 98H.

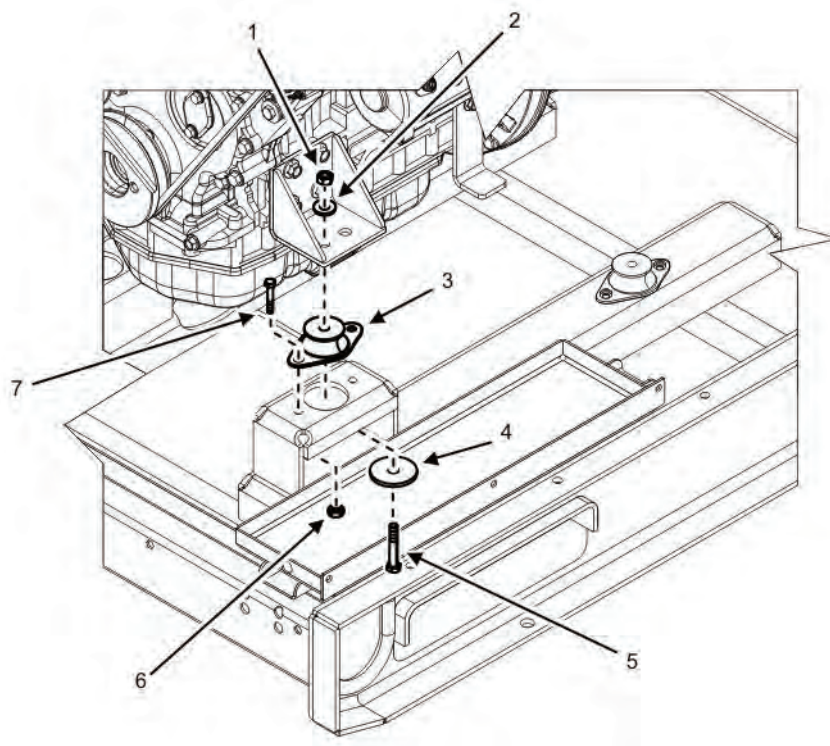


Figure 11. Engine Mounts — Removal.

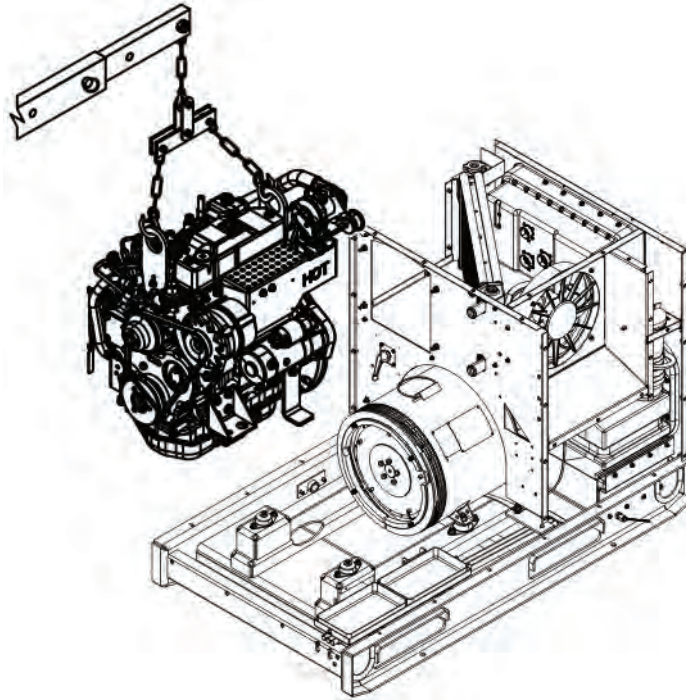


Figure 12. Engine — Removal.

WARNING

When lifting engine, use lifting equipment with minimum lifting capacity of 1000 lb (453.6 kg). Do not stand or put arms, legs, or any body part under hoisted load. Do not permit engine to swing. Failure to comply may cause injury or death to personnel.

29. Lift engine slightly until free of engine mounts using suitable lifting device (Figure 12).

CAUTION

The main rotor (not shown) of the AC generator (Figure 10, Item 1) may remain attached to engine flywheel (Figure 10, Item 6) as engine (Figure 12) is lifted. This is a result of galvanic corrosion between dissimilar metals of the engine flywheel (Figure 10, Item 6) and AC generator drive plate (Figure 10, Item 5). Do not allow main rotor (not shown) to be withdrawn from AC generator (Figure 10, Item 1) when engine (Figure 12) is removed. Failure to comply may cause damage to equipment.

NOTE

If main rotor (not shown) of generator begins to withdraw from AC generator (Figure 10, Item 1) as engine (Figure 12) is pulled away from AC generator (Figure 10, Item 1), perform steps 28 through 30 to separate engine (Figure 12) and main rotor (not shown).

30. Saturate area with penetrating oil where engine flywheel (Figure 10, Item 6) and AC generator drive plate (Figure 10, Item 5) of AC generator (Figure 10, Item 1) are connected.
31. Allow penetrating oil to soak for 15 min.
32. Strike point of contact between engine flywheel (Figure 10, Item 6) and AC generator drive plate (Figure 10, Item 5) using a hammer and brass drift around circumference of engine flywheel (Figure 10, Item 6) until two components break free.

33. Pull engine free of AC generator using lifting device (Figure 12).
34. Install wire tie to temporarily secure and align mounting holes in AC generator drive plate (Figure 10, Item 5) and fan (Figure 10, Item 4).
35. Secure engine to engine stand or other suitable work surface.

NOTE

A complete engine assembly is required for rebuild.

36. Install starter, less wiring (WP 0072, Remove/Install Starter), to engine assembly if engine assembly is to be sent to a rear area for rebuild.
37. Remove lifting device from engine.

END OF TASK

Inspect 400 Hz Engine Assembly

1. Inspect lifting eyes (Figure 8, Items 1 and 2) for damage or loose hardware. Replace as required.
2. Inspect all bolts and washers for damage, deterioration, or wear and replace as required.
3. Inspect mounting location on skid for damage, corrosion, or cracks and replace as required.
4. Inspect electrical connectors for damage, corrosion, cracks, frayed wires, or excessive weathering. Repair wiring harness electrical connectors as required. See Repair Electrical Connectors (WP 0095, General Maintenance).

END OF TASK

Install 400 Hz Engine Assembly

NOTE

Prior to installation, wipe down hoses, parts, and connectors with wiping rag.

1. Position two new vibration isolators (Figure 11, Item 3) to mounting locations on unit skid and secure by installing four bolts (Figure 11, Item 7) and four new lock nuts (Figure 11, Item 6) finger-tight.
2. Torque vibration isolator nuts (Figure 11, Item 7) and bolts (Figure 11, Item 6) to 34 – 42 ft/lb (47 – 57 Nm).
3. Inspect lifting eyes (Figure 8, Items 1 and 2) for damage and missing or loose attaching hardware (not shown).
4. Replace damaged lifting eyes (Figure 8, Items 1 and 2) and missing hardware (not shown) as required.
5. Torque loose lifting eye hardware (not shown) to 18 – 21 ft/lb (24 – 29 Nm) as required.
6. Attach suitable lifting device to lifting eyes (Figure 8, Items 1 and 2) of engine.
7. Position engine to its approximate mounting location in unit skid.
8. Clean mating surfaces of engine flywheel (Figure 11, Item 6) and AC generator drive plate (Figure 11, Item 5) using a crocus cloth.
9. Apply antiseize compound to mating surfaces of engine flywheel (Figure 11, Item 6) and AC generator drive plate (Figure 11, Item 5) to minimize corrosion of dissimilar metals.
10. Lower engine slowly, using lifting device (Figure 12), until mounting holes on engine mounts align with vibration isolator (Figure 11, Item 3).
11. Insert engine mounting bolts (Figure 11, Item 5) upside-down (from the top) in engine mount to temporarily secure engine to vibration isolator (Figure 12, Item 3) on unit skid.

12. Align engine assembly with AC generator.
13. Align mounting holes between AC generator (Figure 10, Item 1) and engine flywheel housing (Figure 10, Item 7).
14. Install four 12-point screws (Figure 10, Item 8) to secure engine flywheel housing (Figure 10, Item 7) to AC generator (Figure 10, Item 1).
15. Remove wire tie temporarily holding AC generator drive plate (Figure 10, Item 5) to fan (Figure 10, Item 4).

NOTE

For ease of installation, temporarily install two or three screws (Figure 10, Item 2) to secure AC generator drive plate (Figure 10, Item 5) and fan (Figure 10, Item 4) to engine flywheel (Figure 10, Item 6) without washers (Figure 10, Item 3). Installation without washers (Figure 10, Item 3) allows easier alignment of the three mounting holes until the assembly is partially complete. Screws (Figure 10, Item 2) installed without washers (Figure 10, Item 3) will be removed and reinstalled with the washers (Figure 10, Item 3) to properly join the three components.

16. Rotate engine harmonic balancer hex cap screw (not shown) clockwise (as viewed from front of engine) using socket and breaker bar to position a mounting hole in AC generator drive plate (Figure 10, Item 5), fan (Figure 10, Item 4), and engine flywheel (Figure 10, Item 6) near the top of AC generator (Figure 10, Item 1).
17. Align a mounting hole in each of the three components and temporarily secure by installing one screw (Figure 10, Item 2) without a washer.
18. Rotate engine harmonic balancer hex cap screw (not shown) clockwise (as viewed from front of engine) using socket and breaker bar to again position another mounting hole in AC generator drive plate (Figure 10, Item 5), fan (Figure 10, Item 4), and engine flywheel (Figure 10, Item 6) near the top of AC generator (Figure 10, Item 1).
19. Install a second screw (Figure 10, Item 2) to secure the AC generator drive plate (Figure 10, Item 5) and fan (Figure 10, Item 4) to engine flywheel (Figure 10, Item 6) without a washer (Figure 10, Item 3).
20. Continue to rotate the crankshaft (not shown) to position the remaining three mounting holes near the top of AC generator (Figure 10, Item 1) and install remaining three screws (Figure 10, Item 2) with washers (Figure 10, Item 3).
21. Rotate the engine harmonic balancer hex cap screw (not shown) to return screw (Figure 10, Item 2) without washer (Figure 10, Item 3) to top of AC generator (Figure 10, Item 1).
22. Remove the screw (Figure 10, Item 2) and reinstall the screw (Figure 10, Item 2) with washer (Figure 10, Item 3).
23. Repeat steps 21 and 22 for remaining screw (Figure 10, Item 2) without washer (Figure 10, Item 3).
24. Torque screws (Figure 10, Item 2) and 12-point screws (Figure 10, Item 8) to a torque value of 39 – 46 ft/lb (53 – 63 Nm).
25. Position screen (Figure 9, Item 1) to its mounting location on AC generator.
26. Secure screen (Figure 9, Item 1) to AC generator by installing flat washer (Figure 9, Item 2), new lock washer (Figure 9, Item 3), and screw (Figure 9, Item 4).
27. Remove left-side engine mounting bolt (Figure 11, Item 5) installed upside-down in step 11.
28. Install snubbing washer (Figure 11, Item 4) to engine mounting bolt (Figure 11, Item 5).
29. Install engine mounting bolt (Figure 11, Item 5) with snubbing washer (Figure 11, Item 4) through unit skid and bottom of vibration isolator (Figure 11, Item 3) on left side of skid.
30. Install nut (Figure 11, Item 1) and flat washer (Figure 11, Item 2) to engine mounting bolt (Figure 11, Item 5) to secure engine to skid and vibration isolator (Figure 11, Item 3).
31. Torque new engine mounting lock nut (Figure 11, Item 1) to 62 – 70 ft/lb (85 – 95 Nm).
32. Repeat steps 27 through 31 to install engine mounting bolt to right-side of skid.

33. Remove lifting device from engine.
34. Remove blocking (Figure 7, Item 2) from beneath front and rear of AC generator (Figure 7, Item 1).
35. Install screw (Figure 5, Item 4) (Figure 6, Item 3) and flat washer (Figure 5, Item 3) (Figure 6, Item 2) that secure loop clamp (Figure 5, Item 2) (Figure 6, Item 1) to engine boss at the three locations listed below:
 - a. Intake manifold (Figure 5, Item 1).
 - b. Below engine speed sensor (Figure 5, Item 5) on rear engine support.
 - c. Below starter (Figure 6, Item 4).

NOTE

If engine speed sensor was removed or repositioned to access clamp during disassembly, install and/or adjust engine speed sensor. See WP 0085, Remove/Install Engine Speed Sensor.

Prior to installation, remove all caps/plugs from crankcase breather hose (Figure 4, Item 1) and valve cover nipple (Figure 4, Item 3).

36. Install crankcase breather hose (Figure 4, Item 1) to valve cover nipple (Figure 4, Item 3).
37. Slide and position hose clip (Figure 4, Item 2) at valve cover nipple (Figure 4, Item 1).

NOTE

Prior to installation of oil drain hose, remove all caps/plugs from oil hoses/fittings. Capture spilled engine oil and dispose of IAW local SOP.

Two wrenches are needed to install banjo fitting (Figure 3, Item 2) to elbow (Figure 3, Item 6) of engine oil drain pan.

38. Install dipstick tube (Figure 3, Item 4) and two new sealing washers (Figure 3, Item 3) to banjo fitting (Figure 3, Item 2).
39. Install oil drain hose assembly (Figure 3, Item 1) to elbow (Figure 3, Item 2) at engine oil pan.
40. Apply sealant to banjo fitting (Figure 3, Item 2) and install banjo fitting (Figure 3, Item 2) to nut (Figure 3, Item 5) of elbow (Figure 3, Item 6) at engine oil pan.
41. Position engine oil hose bulkhead fitting (Figure 3, Item 7) to its mounting position on unit skid.
42. Secure bulkhead fitting (Figure 3, Item 7) to unit skid by installing two hex socket-head screws (Figure 3, Item 8).
43. Dispose of soiled rags IAW local SOP.
44. Secure electrical connectors at the following locations:
 - a. Electrical connector (Figure 2, Item 8) at governor actuator connector (Figure 2, Item 7).
 - b. Electrical connector (Figure 2, Item 1) at engine coolant temperature sensor (Figure 2, Item 2).
 - c. Electrical connector (Figure 2, Item 5) at engine oil pressure sender (Figure 2, Item 6).
 - d. Electrical connector (Figure 2, Item 3) at the engine speed sensor (Figure 2, Item 4).
45. Position ground wire (Figure 2, Item 11) to air intake heater (Figure 2, Item 12).
46. Install ground wire (Figure 2, Item 11) to air intake heater (Figure 2, Item 12) with nut (Figure 2, Item 9) and washer (Figure 2, Item 10).
47. Install winterization kit (if required) and bracket (WP 0025, Remove/Install Winterization Kit Components).
48. Install exhaust outlet connection to engine (WP 0077, Remove/Install Muffler).

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49. Install radiator hoses to engine (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
 50. Connect air intake hose assemblies to engine (WP 0019, Remove/Install Air Intake Hose Assemblies).
 51. Install front body panel with fuel filter/water separator attached (WP 0029, Remove/Install Front Body Panel).
 52. Install fuel supply and return hoses to fuel filter/water separator (WP 0043, Remove/Install Fuel Filter/Water Separator Assembly).
 53. Install right-side body panel (WP 0032, Remove/Install Right-Side Body Panel).
 54. Install left-side panel (WP 0031, Remove/Install Left-Side Body Panel).
 55. Install top body panel (WP 0028, Remove/Install Top Body Panel).
 56. Fill coolant (WP 0021, Service Cooling System).
 57. Fill engine oil (WP 0065, Service Lubrication System).
 58. Fill fuel tank (WP 0040, Service Fuel System).
 59. Install batteries (WP 0036, Remove/Install Batteries).
 60. Close left-side door.
 61. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 62. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 min (TM 9-6115-750-10).
 63. Repair as required.
 64. Ensure oil and coolant levels are at proper operating level (WP 0065, Service Lubrication System and WP 0021, Service Cooling System).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
SERVICE LUBRICATION SYSTEM

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)
 Wrench, Oil Filter, Strap (WP 0162, Table 2, Item 49)

Materials/Parts

Strainer (80 X 100 L.O.) (WP 0126, Repair Parts List, Figure 26, Item 15)
 Lubricating oil, engine (WP 0163, Expendable and Durable Items List, Item 24)
 Lubricating oil, engine (WP 0163, Item 25)
 Lubricating oil, engine (WP 0163, Item 26)
 Pan, drain (WP 0163, Item 29)
 Rag, wiping (WP 0163, Item 32)

Materials/Parts

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

References

MIL-PRF-2104H
 MIL-PRF-46167D
 WP 0036, Remove/Install Batteries

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

SERVICE LUBRICATION SYSTEM
Drain Engine Oil and Remove Oil Filter

1. Ensure equipment conditions are met in order presented in initial setup.
2. Set engine control switch to PRIME & RUN (TM 9 6115-750-10).
3. Start engine and run for 15 min or until unit has reached normal operating temperature (195°F (90.5°C)) (TM 9 6115-750-10).
4. Turn engine control switch to OFF (TM 9 6115-750-10).

WARNING

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

5. Open left- and right-side doors.
6. Locate lubrication system components through right-side door on intake side of engine (Figure 1).
7. Remove battery ground cable (WP 036, Remove/Install Batteries).
8. Remove engine oil fill cap (Figure 2, Items 2) from engine.

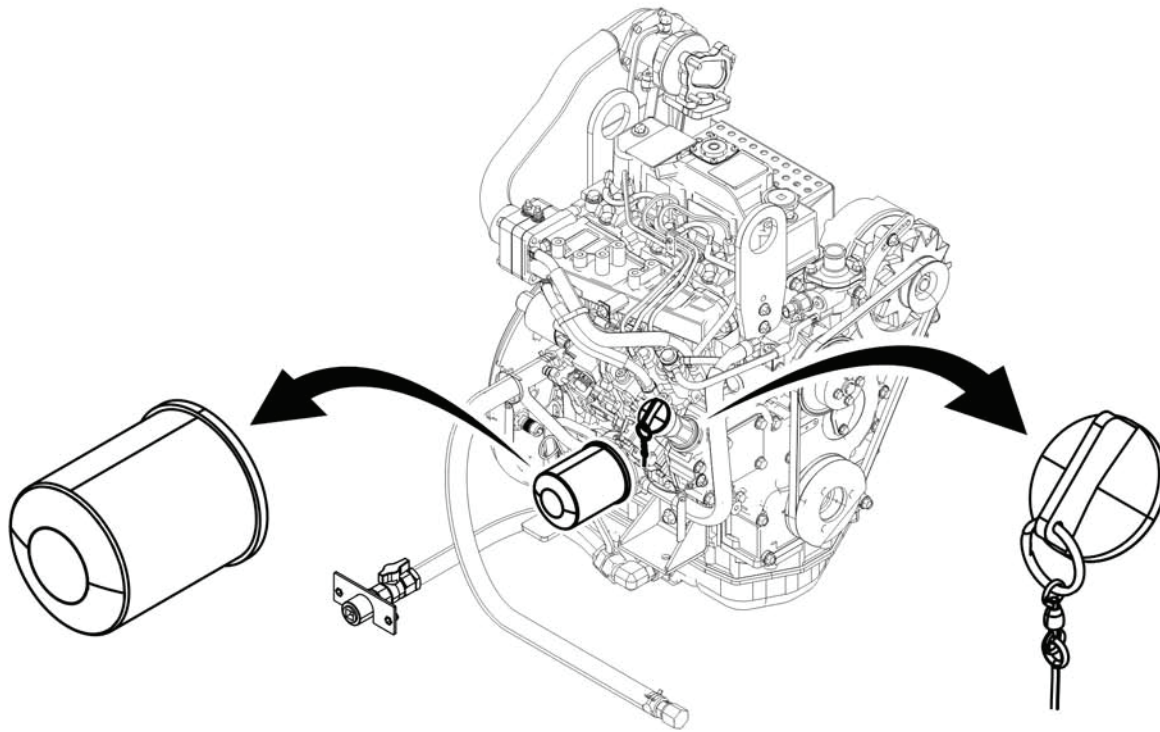


Figure 1. Oil Filler Cap and Oil Filter — Location.

9. Place a suitable drain pan of at least 6.5-qt (6-L) capacity or more under the engine oil drain port (Figure 2, Item 5) to capture drained oil.
10. Locate ball valve (Figure 2, Item 4) on floor of unit skid.
11. Check that ball valve (Figure 2, Item 4) on oil drain hose (Figure 2, Item 3) is in the closed position (handle at 90 degrees to valve body).
12. Loosen and remove drain plug (Figure 2, Item 6) from oil drain port (Figure 2, Item 5) on right side of skid.
13. Install a 6", 3/4" NPT galvanized nipple in oil drain port (Figure 2, Item 5) on right-side of skid.
14. Open ball valve (Figure 2, Item 4) (handle in-line with valve) to allow oil to completely drain into container.
15. Close ball valve (Figure 2, Item 4) when oil flow has stopped.
16. Remove 6", 3/4" NPT galvanized nipple from oil drain port (Figure 2, Item 5) on right-side of skid.
17. Wipe residual oil from nipple using a wiping rag. Stow nipple.
18. Apply pipe joint compound to threads of drain plug (Figure 2, Item 6).
19. Install drain plug (Figure 2, Item 6) into oil drain port (Figure 2, Item 5). Tighten drain plug (Figure 2, Item 6) one and one-half turns past finger-tight.
20. Place a rag or suitable drain pan under oil filter (Figure 2, Item 7) to capture spilled oil.
21. Remove oil filter (Figure 2, Item 7) by turning counterclockwise with a filter wrench.
22. Place oil filter (Figure 2, Item 7) in oil drain pan to drain.
23. Check oil filter mounting location (Figure 2, Item 1) to ensure oil filter gasket was removed with oil filter (Figure 2, Item 7). If oil filter gasket is present at mounting location (Figure 2, Item 1), remove and discard gasket.

24. Dispose of waste oil and oil filter (Figure 2, Item 7) IAW local SOP.

END OF TASK

Replace Oil Filter and Fill Engine Oil

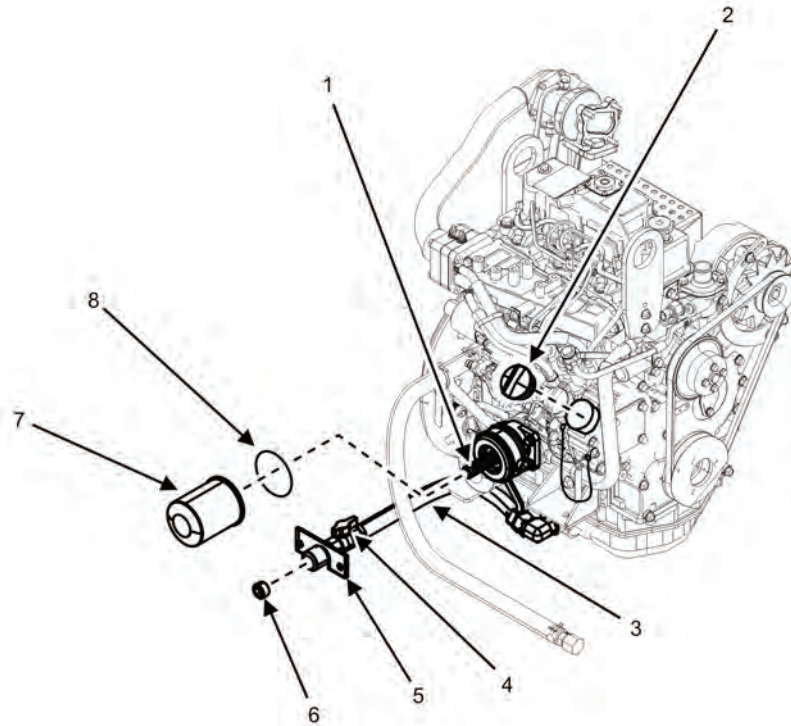


Figure 2. Service Lubrication System.

1. Clean oil filter mounting surface with a clean rag to prevent dirt and debris from entering the engine.

NOTE

Choose specification oil based on ambient temperature requirements as shown in Table 1.

2. Apply a thin coat of clean engine oil to new oil filter gasket (Figure 2, Item 8).

Table 1. Lubricating Oil.

SPECIFICATION	RATED TEMPERATURE
MIL-PRF-2104H ^a OE/HDO 15W40	+5°F to +135°F (-15°C to +57°C)
MIL-PRF-2104H OE/HDO-10	-15°F to +5°F (-26°C to -15°C)
MIL-PRF-46167D ^b	-50°F to +40°F (-45°C to +4°C)

^a Performance Specification, Lubrication Oil, Internal Combustion Engine, Combat/Tactical Service.

^b Performance Specification, Lubrication Oil, Internal Combustion Engine, Arctic.

3. Fill new oil filter (Figure 2, Item 7) half-full with approved engine oil (Table 1).
4. Install oil filter (Figure 2, Item 7) on engine by turning clockwise until oil filter gasket contacts engine.

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5. Continue turning oil filter (Figure 2, Item 7) three-fourths of turn after gasket has contacted engine.

CAUTION

Improper engine oil level may cause internal engine failure. If the oil level is too high, engine oil pressure will rise and may result in failure of internal engine oil seals. If the oil level is too low, insufficient oil pressure may cause failure of internal engine components. Failure to comply may cause damage to equipment.

6. Close ball valve (Figure 2, Item 4) if not already closed.

NOTE

The engine oil capacity of the engine is 5.9 qt (5.6 L). The oil filter already contains part of this amount, per step 3.

7. Pour required amount of approved oil (Table 1) into engine at oil fill port.
8. Install engine oil filler cap (Figure 2, Items 2) and wait 5 min for engine oil to settle into oil pan.
9. Install battery ground cable (WP 036, Remove/Install Batteries).
10. Close left- and right-side doors.
11. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
12. Start engine and check for leaks (TM 9 6115-750-10).
13. Allow engine to run for 5 min.
14. Turn engine control switch to OFF and wait 2 min for oil to drain back into oil pan (TM 9 6115-750-10).
15. Open right-side door.
16. Check engine oil level using dipstick.
 - a. Pull dipstick from intake side of engine and wipe clean with a clean rag.
 - b. Insert dipstick back into engine.
 - c. Pull dipstick once more from engine and check oil level on dipstick.
 - (1). Add additional approved oil to engine to bring level up to full mark on dipstick if level is not at full mark.
 - (2). Proceed to step 17 when oil level on dipstick is full.
17. Close right-side door.
18. Dispose of drained oil, used oil filter, and soiled rags IAW local SOP.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL ENGINE OIL DRAIN HOSE

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Adapter, nipple hose (NPT male) (WP 0126, Repair Parts List, Figure 26, Item 28)

Adapter, straight (JIC male to NPT female) (WP 0126, Figure 26, Item 23)

Bulkhead, oil drain hose (WP 0126, Figure 26, Item 29)

Elbow adapter, hose (45 degrees) (WP 0126, Figure 26, Item 26)

Hose, oil (WP 0126, Figure 26, Item 24)

Plug, pipe (3/4 inch NPT) (WP 0126, Figure 26, Item 31)

Straight reducer, tube (WP 0126, Figure 26, Item 27)

Valve, shutoff (NPT female) (WP 0126, Figure 26, Item 22)

Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)

Grease, electrically conductive (WP 0163, Item 21)

Materials/Parts

Lubricating oil, engine (WP 0163, Item 24)

Pan, drain (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Engine oil drained (WP 0065, Service Lubrication System)

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL ENGINE OIL DRAIN HOSE**Remove Engine Oil Drain Hose**

1. Ensure equipment conditions are met in the order presented in initial setup.
2. Open right-side door and locate engine oil drain hose (Figure 1).
3. Place wiping rags in bottom of unit skid under engine oil drain hose to capture residual oil.

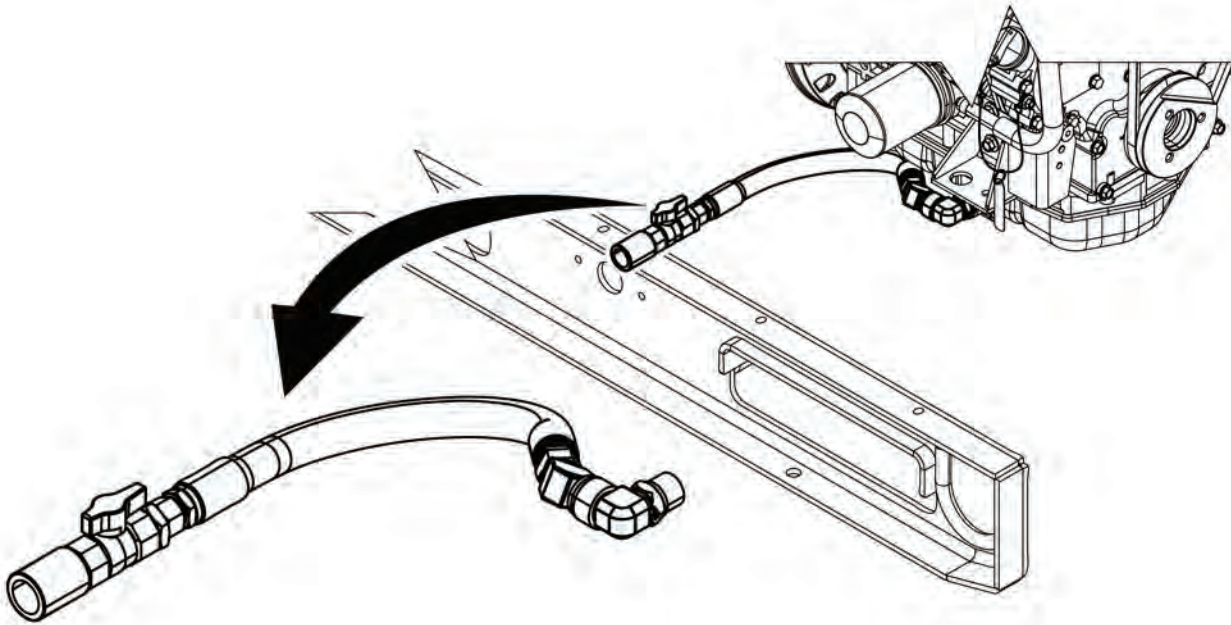


Figure 1. Engine Oil Drain Hose — Location.

NOTE

Two wrenches will be required to separate the end fittings of the engine oil drain hose assembly. To aid in reassembly, tag fittings as disassembled. Capture spilled engine oil and rags in a suitable container for disposal IAW local SOP.

4. Disconnect hose fitting (Figure 2, Item 7) at 90-degree elbow (Figure 2, Item 6). Cap/plug open ends of both fittings to prevent contamination from entering the lubrication system.
5. Remove two screws (Figure 2, Item 9) that secure bulkhead fitting (Figure 2, Item 2) to unit skid (Figure 2, Item 8).
6. Remove oil drain hose (Figure 2, Item 4) and attached fittings from generator set as an assembly and place on a suitable work surface.

END OF TASK

Inspect Oil Drain Hose

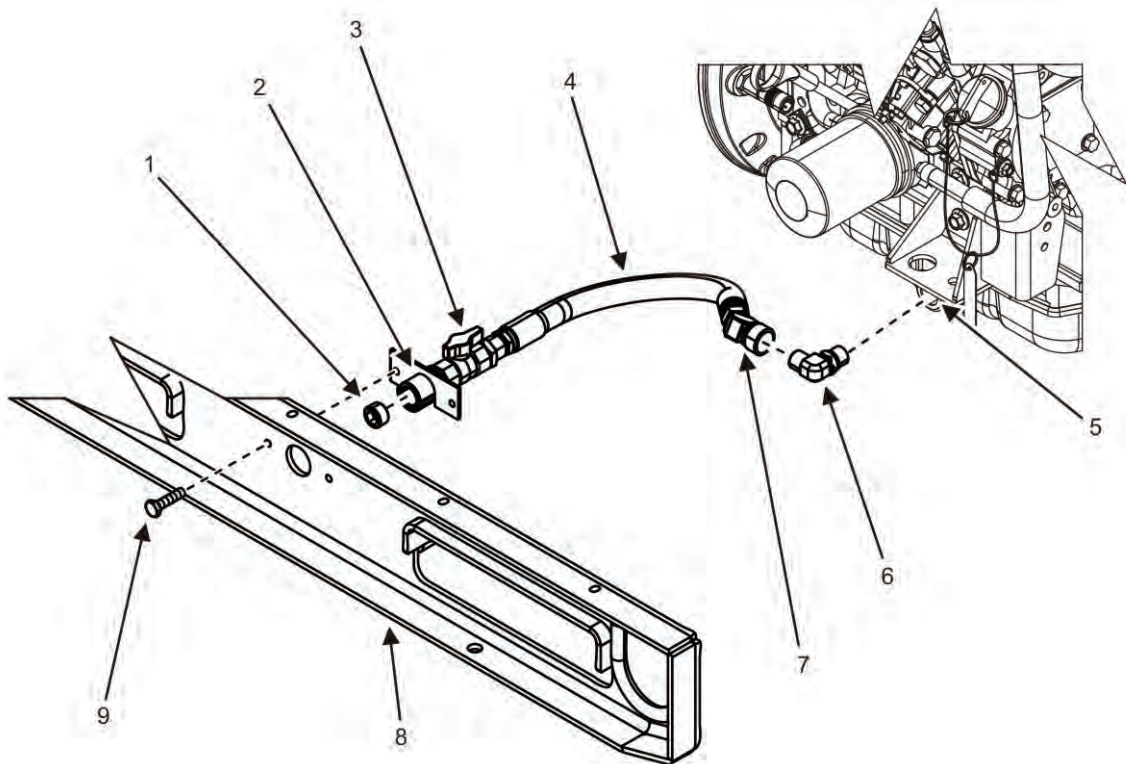


Figure 2. Oil Drain Hose — Remove.

1. Inspect engine oil drain hose (Figure 2, Item 4) and attached fittings for signs of obvious damage and corrosion.
2. Replace oil drain hose (Figure 2, Item 4) and attached fittings individually as required.
3. Inspect ball valve (Figure 2, Item 3) for proper operation.
4. Replace ball valve (Figure 2, Item 3) if valve will not fully open or close or if operation is excessively stiff.
5. Inspect 90-degree elbow (Figure 2, Item 6) installed in engine oil pan (Figure 2, Item 5) for damage or corrosion.
6. Replace 90-degree elbow (Figure 2, Item 6) if elbow is damaged or corroded.
7. Apply pipe joint compound to threads of all oil hose assembly components separated during the inspection process prior to assembly.

END OF TASK

Install Engine Oil Drain Hose

1. Position oil drain hose assembly to its mounting location inside the generator set.
2. Position bulkhead fitting (Figure 2, Item 2) to its mounting location on unit skid (Figure 2, Item 8) and align the mounting holes.
3. Secure bulkhead fitting (Figure 2, Item 2) to unit skid by installing two screws (Figure 2, Item 9).
4. Remove cap/plugs from hose fitting (Figure 2, Item 7) on oil drain hose assembly and from 90-degree elbow (Figure 2, Item 6) at engine oil pan (Figure 2, Item 5).

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5. Apply pipe joint compound to threads of hose fitting (Figure 2, Item 7) and 90-degree elbow (Figure 2, Item 6).

NOTE

Two wrenches will be required to tighten the end fittings of the engine oil drain hose assembly. To aid in reassembly, tag fittings as disassembled. Capture spilled engine oil and rags in a suitable container for disposal IAW local SOP.

6. Connect hose fitting (Figure 2, Item 7) and 90-degree elbow (Figure 2, Items 6).
7. Ensure pipe plug (Figure 2, Item 1) is tight at bulkhead fitting (Figure 2, Item 2).
8. Ensure ball valve (Figure 2, Item 3) handle can move freely from fully-open to fully-closed positions.
9. Close ball valve (Figure 2, Item 3) (handle positioned 90 degrees to valve body).
10. Fill engine with oil (WP 0065, Service Lubrication System).
11. Close right-side door.
12. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and check for proper operation and oil leaks (TM 9-6115-750-10).
14. Repair as required.
15. Dispose of captured engine oil and soiled rags IAW local SOP.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL OIL COOLER

INITIAL SETUP:**Tools and Special Tools**

Socket, Socket Wrench, 1/2" Dr, 6Pt, Regular, 32mm
 (WP 0162, Table 2, Item 28)

Tool Kit, General Mechanic's (GMTK) (WP 0162,
 Table 2, Item 42)

Wrench, Oil Filter, Strap (WP 0162, Table 2, Item 49)

Materials/Parts

Cooler assembly, lube oil (WP 0126, Repair Parts
 List, Figure 26, Item 14)

Gasket, (WP 0126, Figure 26, Item 9)

O-ring (WP 0126, Figure 26, Item 15)

Strainer (80 X 100 L.O.) (WP 0126, Figure 26, Item
 17)

Antifreeze, ethylene glycol (WP 0163, Expendable
 and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, engine cooling system (WP
 0163, Item 10)

Cleaning compound, solvent (WP 0163, Item 11)

Grease, electrically conductive (WP 0163, Item 21)

Lubricating oil, engine (WP 0163, Item 24)

Materials/Parts

Pan, Drain (WP 0163, Item 29)

Rag, Wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

References

WP 0085, Remove/Install Engine Speed Sensor

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP
 0005)

Engine cool

Battery ground cable removed (WP 0036,
 Remove/Install Batteries)

Engine oil drained and filter discarded (WP 0065,
 Service Lubrication System)

Engine coolant drained (WP 0021, Service Cooling
 System)

REMOVE/INSTALL OIL COOLER
Remove Oil Cooler and Oil Filter Bracket

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left- and right-side doors.
3. Locate oil cooler through right-side door on intake side of engine (Figure 1).

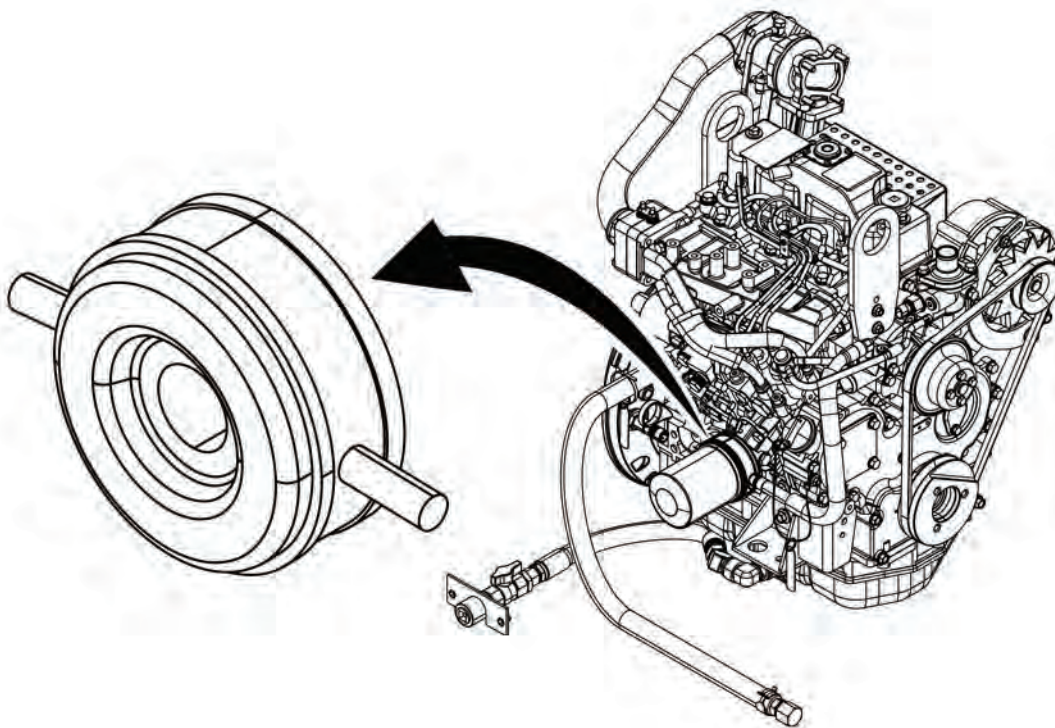


Figure 1. Oil Cooler — Location.

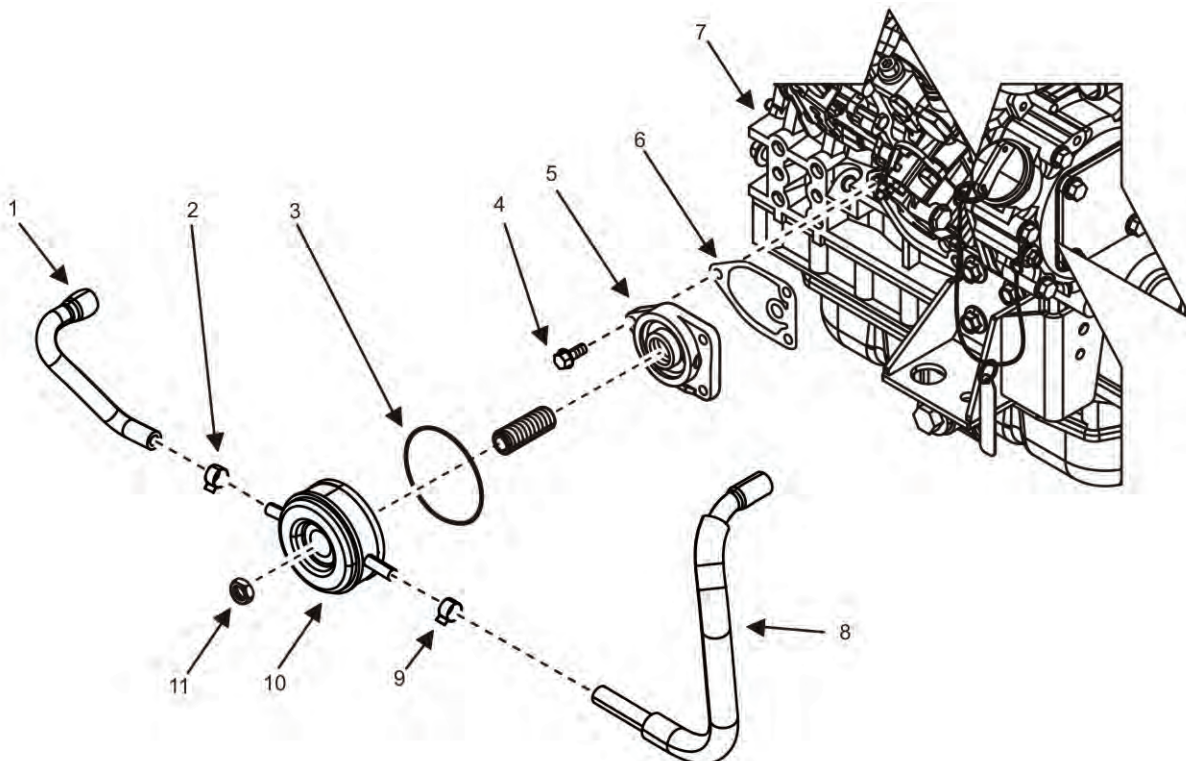


Figure 2. Oil Cooler — Removal.

4. Place rags under oil cooler (Figure 2, Item 10) to capture any spilled coolant when coolant hoses (Figure 2, Items 1 and 8) are removed.

NOTE

Tag or mark all electrical wires and connectors prior to removal to aid at installation.

5. Remove engine speed sensor electrical connector (not shown) (WP 0085, Remove/Install Engine Speed Sensor).

NOTE

When removing coolant hoses from oil cooler, squeeze hose closed as it is being removed to minimize loss of coolant until a cap/plug can be inserted into open end of hose.

6. Loosen hose clip (Figure 2, Item 9) on coolant hose (Figure 2, Item 8) at oil cooler (Figure 2, Item 10).
7. Remove coolant hose (Figure 2, Item 8) at oil cooler (Figure 2, Item 10) and insert cap/plug into open end of hose to minimize loss of coolant.
8. Inspect coolant hose (Figure 2, Item 8) and hose clip (Figure 2, Item 9) for obvious signs of damage and replace as required.
9. Loosen hose clip (Figure 2, Item 2) on coolant hose (Figure 2, Item 1) at oil cooler (Figure 2, Item 10).
10. Remove coolant hose (Figure 2, Item 1) at oil cooler (Figure 2, Item 10) and insert cap/plug into open end of hose to minimize loss of coolant.
11. Inspect coolant hose (Figure 2, Item 1) and hose clip (Figure 2, Item 2) for obvious signs of damage and replace as required.
12. Remove flange nut (Figure 2, Item 11) from oil cooler (Figure 2, Item 10).
13. Remove oil cooler (Figure 2, Item 10) from oil cooler mounting bracket (Figure 2, Item 5). Note position of oil cooler (Figure 2, Item 10) alignment bracket (not shown) and oil cooler mounting bracket (Figure 2, Item 5) guide (not shown).
14. Remove and discard O-ring (Figure 2, Item 3) from oil cooler (Figure 2, Item 10).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

15. Clean mounting surfaces of oil cooler and engine with dry cleaning solvent and wiping rags.

END OF TASK

Inspect Oil Cooler and Oil Filter Bracket

1. Inspect oil cooler (Figure 2, Item 10) for signs of obvious damage. Replace damaged oil cooler (Figure 2, Item 10).
2. Inspect oil cooler mounting bracket (Figure 2, Item 5) on engine for damage or leakage. Replace oil cooler mounting bracket (Figure 2, Item 5) if damaged.
 - a. Remove three screws (Figure 2, Item 4) that secure oil cooler mounting bracket (Figure 2, Item 5) to engine.
 - b. Remove oil cooler mounting bracket (Figure 2, Item 5) and gasket (Figure 2, Item 6) from engine (Figure 2, Item 7).
 - c. Clean any residual gasket material from mounting bracket (Figure 2, Item 5) and engine (Figure 2, Item 7) with dry cleaning solvent and rags.

END OF TASK**Install Oil Cooler****NOTE**

Steps 1 and 2 are relevant only if oil cooler mounting bracket has been removed. If oil cooler mounting bracket was not removed, proceed to step 3.

1. Position new gasket (Figure 2, Item 6) and oil cooler mounting bracket (Figure 2, Item 5) to mounting location on engine (Figure 2, Item 7) and align the mounting holes.
2. Secure oil cooler mounting bracket (Figure 2, Item 5) to engine (Figure 2, Item 7) by installing three screws (Figure 2, Item 4).
3. Coat new oil cooler O-ring (Figure 2, Item 3) with clean engine oil.

NOTE

Ensure oil cooler (Figure 2, Item 10) alignment bracket (not shown) is properly positioned with the oil cooler mounting bracket (Figure 2, Item 5) guide (not shown).

4. Install oil cooler (Figure 2, Item 10) and new O-ring (Figure 2, Item 3) to oil cooler mounting bracket (Figure 2, Item 5).
5. Install flange nut (Figure 2, Item 11) to secure oil cooler (Figure 2, Item 10). Tighten 3/4 turns past finger tight.

NOTE

When installing coolant hoses to oil cooler, squeeze hose closed before cap/plug is to minimize loss of coolant.

6. Remove caps/plug from coolant hose (Figure 2, Item 1).

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation.

7. Install coolant hose (Figure 2, Item 1) to oil cooler (Figure 2, Item 10).
8. Slide hose clip (Figure 2, Item 2) into position on coolant hose (Figure 2, Item 1) to secure coolant hose (Figure 2, Item 1) to oil cooler (Figure 2, Item 10).
9. Remove caps/plug from coolant hose (Figure 2, Item 8).
10. Install coolant hose (Figure 2, Item 8) to oil cooler (Figure 2, Item 10).

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11. Slide hose clip (Figure 2, Item 9) into position on coolant hose (Figure 2, Item 8) to secure coolant hose (Figure 2, Item 8) to oil cooler (Figure 2, Item 10).
 12. Replace oil filter and fill engine with oil (WP 0065, Service Lubrication System).

NOTE

At installation, remove tags from wires and connectors.

13. Install electrical connector (not shown), removed and tagged during disassembly, to engine speed sensor (WP 0085, Remove/Install Engine Speed Sensor).
14. Fill radiator (WP 0021, Service Cooling System).
15. Install new oil filter and fill oil (WP 0065, Service Lubrication System).
16. Install battery ground cable (WP 036, Remove/Install Batteries).
17. Close left- and right-side doors.
18. Check oil level (WP 0065, Service Lubrication System). Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
19. Start engine and check for oil or coolant leaks and proper operation.
20. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL INJECTORS

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)
 Beaker, Laboratory (WP 0162, Table 2, Item 7)
 Kit, Nozzle (WP 0162, Table 2, Item 21)
 Tester, Diesel Fuel Injector Nozzle (WP 0162, Table 2, Item 39)

Tools and Special Tools

Crowfoot Attachment Set, Socket Wrench, Flare Nut, Metric (WP 0162, Table 2, Item 13)
 Puller Set, Mechanical (WP 0162, Table 2, Item 24)
 Slide Hammer Puller (WP 0162, Table 2, Item 27)
 Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)
 Tool, Fuel Injector Removal (WP 0162, Table 2, Item 44)
 Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Materials/parts

Guard, hose tubing (3) (WP 0128, Repair Parts List, Figure 28, Item 13)
 Seat, nozzle (3) (WP 0128, Figure 28, Item 14)
 Valve assembly, injection (3) (WP 0128, Figure 28, Item 4)
 Brush, wire, scratch, brass (WP 0163, Expendable and Durable Items List, Item 8)
 Cap set, protective (WP 0163, Item 9)

Materials/parts

Cleaning compound, solvent (WP 0163, Item 11)
 Fuel, diesel (WP 0163, Item 20)
 Grease, electrically conductive (WP 0163, Item 21)
 Rag, wiping (2) (WP 0163, Item 32)

Personnel Required

91D (1)
 Assistant (1)

References

WP 0040, Service Fuel System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
 Engine cool
 Fuel system depressurized for 5 min
 Battery ground cable removed (WP 0036, Remove/Install Batteries)
 Top body panel removed (WP 0028, Remove/Install Top Body Panel)

REMOVE/INSTALL FUEL INJECTORS**WARNING**

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Never inject fuel near a fire source. Atomized fuel is highly combustible. Fuel pressure is high enough to penetrate skin. Ensure that spray from the injector nozzle is directed away from all personnel. Direct contact with spray can cause skin cell destruction and blood poisoning. Skin and eye protection are required when working in contact with fuel. Failure to comply may cause injury or death to personnel and damage to equipment.

Remove Fuel Injectors**NOTE**

Capture spilled fluids and dispose of IAW local SOP.

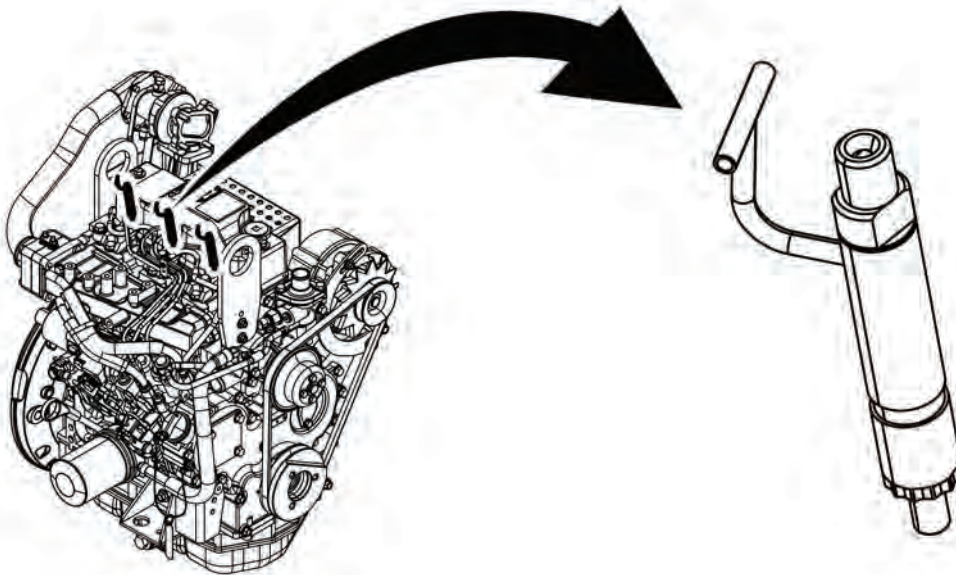


Figure 1. Fuel Injector — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open right- and left-side doors and locate fuel injectors (Figure 1).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

3. Clean area around fuel injection lines with dry cleaning solvent and rags to prevent contamination from entering fuel system.
4. Place wiping rags under fuel injection lines to capture spilled fuel.

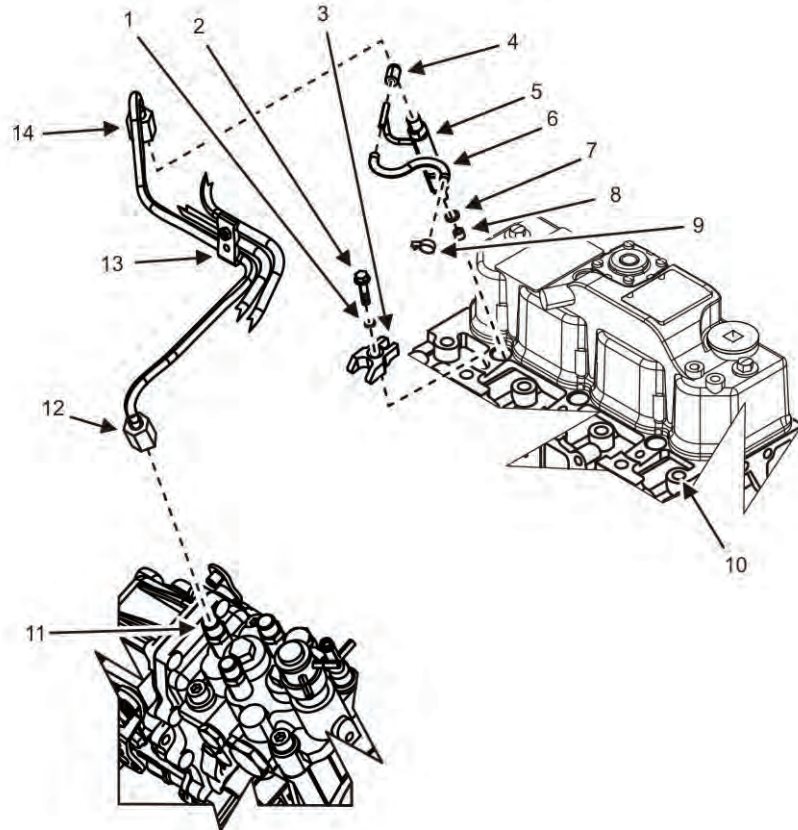


Figure 2. Fuel Injector — Detail Removal.

CAUTION

Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering fuel system. Failure to comply may cause damage to equipment.

To prevent rounding fuel injection line nuts, always use a line wrench. When loosening fuel injection line nuts, always hold fuel injection pump delivery valves with a second wrench to prevent loosening of delivery valves. Failure to comply may cause damage to equipment.

5. Loosen three nuts (Figure 2, Item 12) of high-pressure fuel injection lines (Figure 2, Item 13) from fuel injection pump delivery valves (Figure 2, Item 11) using a line wrench. Secure fuel injection pump delivery valves (Figure 2, Item 11) using a second wrench while loosening three nuts.
6. Loosen two screws (not shown) on high-pressure fuel injection lines (Figure 2, Item 13) alignment bracket (not shown) obstructing center fuel injector (Figure 2, Item 5).

7. Reposition high-pressure fuel injection line (Figure 2, Item 13) alignment bracket (not shown) to the right.
8. Loosen three nuts (Figure 2, Item 14) of high-pressure fuel injection lines (Figure 2, Item 13) from fuel injectors (Figure 2, Item 5).

CAUTION

Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering fuel system. Failure to comply may cause damage to equipment.

To aid in reinstallation, remove high-pressure fuel injection lines as an assembly. Disassembling the high-pressure fuel injection lines from retainers or bending any of the high-pressure fuel injection lines will make it difficult to reinstall fuel lines. Failure to comply may cause damage to equipment.

9. Remove high-pressure fuel injection lines (Figure 2, Item 13) as an assembly from engine using wiping rags to capture excess fuel.
10. Set high-pressure fuel injection lines (Figure 2, Item 13) on a level surface.
11. Cap/plug all open fittings on fuel injection pump (not shown) and high-pressure fuel injection lines (Figure 2, Item 13).
12. Place wiping rags under fuel return lines (Figure 2, Item 6) to capture spilled fuel.

CAUTION

When removing fuel return lines (Figure 2, Item 6), do not bend hose barbs on fuel injectors (Figure 2, Item 5). Gently pull hose away from barb on fuel injectors (Figure 2, Item 5). Failure to comply will cause damage to equipment.

13. Loosen and slide hose clips (Figure 2, Item 9) back on fuel return lines (Figure 2, Item 6) on each fuel injector (Figure 2, Item 5).
14. Remove fuel return lines (Figure 2, Item 6) from each fuel injector (Figure 2, Item 5).

NOTE

Cylinder 1 is the left-side cylinder when facing the oil fill and dip stick side of the engine.

15. Loosen and slide back hose clip (Figure 2, Item 9) from cap (Figure 2, Item 4) and remove cap (Figure 2, Item 4) from cylinder 1 fuel injector (Figure 2, Item 5).
16. Cap/plug openings of fuel return lines (Figure 2, Item 6).
17. Inspect high-pressure fuel injection lines (Figure 2, Item 13), fuel return lines (Figure 2, Item 6), and cap (Figure 2, Item 4) for obvious signs of damage or corrosion.
18. Replace high-pressure fuel injector lines (Figure 2, Item 13), fuel return lines (Figure 2, Item 6), or cap (Figure 2, Item 4) if damaged or corroded.
19. Remove three fuel injector retainer bolts (Figure 2, Item 2) and washers (Figure 2, Item 1) securing fuel injector retainers (Figure 2, Item 3).
20. Remove three fuel injector retainers (Figure 2, Item 3).

NOTE

Fuel injectors (Figure 2, Item 5) can usually be removed manually by pulling them out of fuel injector wells. If fuel injectors (Figure 2, Item 5) cannot be manually removed, use a fuel injector removal tool, a slide hammer puller, and a 3/8-16-in puller rod.

21. Remove three fuel injectors (Figure 2, Item 5) from cylinder head (Figure 2, Item 10).

-
22. Cap/plug ends of fuel injectors (Figure 2, Item 5) to prevent dirt and debris from entering.

CAUTION

Fuel injector nozzle protectors (Figure 2, Item 8) and seats (Figure 2, Item 7) may be in cylinder head (Figure 2, Item 10) opening or attached to fuel injectors (Figure 2, Item 5). Be sure to check both places and ensure removal of both nozzle protectors (Figure 2, Item 8) and seats (Figure 2, Item 7). Failure to comply may cause damage to equipment.

23. Remove and discard fuel injector nozzle protector (Figure 2, Item 8) and seat (Figure 2, Item 7) from fuel injector (Figure 2, Item 5).
24. Cap/plug all openings on cylinder head (Figure 2, Item 10).

END OF TASK

Inspect Fuel Injectors

1. Inspect fuel injectors (Figure 2, Item 5) for excessive corrosion and obvious signs of damage. Replace as required.
2. Inspect fuel injector retainers (Figure 2, Item 3) and injector retainer bolts (Figure 2, Item 2) for excessive corrosion and obvious signs of damage. Replace as required.

END OF TASK

Check Fuel Injector Spray Pattern

CAUTION

Damage will result to the nozzles and other components if a steel wire brush is used to clean fuel injectors. A brass wire brush should be used. Failure to comply will cause damage to equipment.

NOTE

Fluids used for injection nozzle testing should be captured and disposed of IAW local SOP. Aim fuel injector into a suitable container to catch fuel spray.

1. Clean fuel injector nozzle (Figure 3, Item 1) using dry cleaning solvent, rags, and brass wire brush.
2. Inspect fuel injector nozzles (Figure 3, Item 1) for deposits or damage. Replace as required.

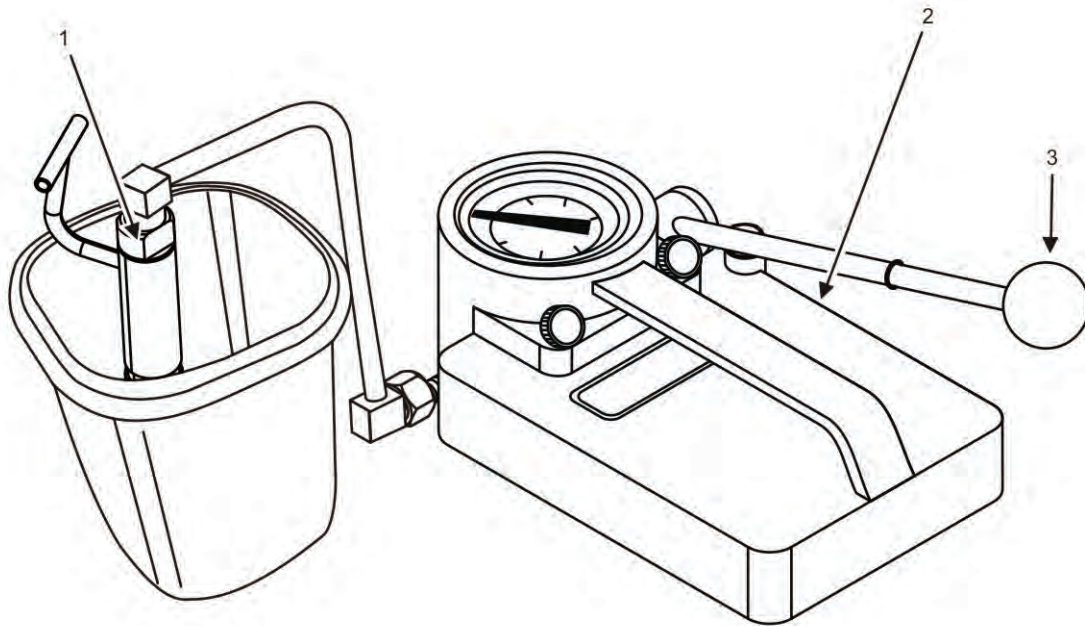


Figure 3. Fuel Injector Tester.

3. Connect fuel injector nozzle (Figure 3, Item 1) to fuel injector tester (Figure 3, Item 2).

WARNING

Fuels used in the generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Never inject fuel near a fire source. Atomized fuel is highly combustible. Fuel pressure is high enough to penetrate skin. Ensure that spray from the injector nozzle is directed away from all personnel. Direct contact with spray can cause skin cell destruction and blood poisoning. Skin and eye protection are required when working in contact with fuel. Failure to comply may cause injury or death to personnel and damage to equipment.

NOTE

Fluids used for fuel injector nozzle (Figure 3, Item 1) testing should be captured and disposed of IAW local SOP. Aim fuel injector nozzle (Figure 3, Item 1) into a suitable container to catch fuel spray.

4. Slowly increase pressure until fuel injector nozzle (Figure 3, Item 1) is fully open.
5. Pump operating lever (Figure 3, Item 3) more rapidly to repeatedly spray fuel from fuel injector nozzle (Figure 3, Item 1).

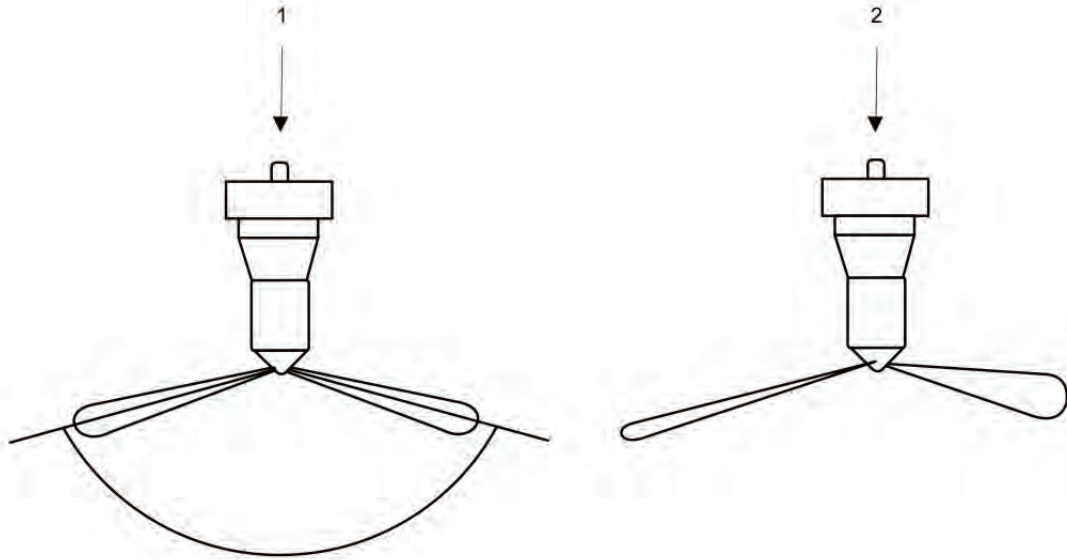


Figure 4. Test Fuel Injector Spray Pattern.

6. Observe the spray pattern (Figure 4).

NOTE

Spray pattern should be a very fine uniform spray. If a dripping or an uneven pattern is seen, service or replace fuel injector nozzle (Figure 3, Item 1).

7. Ensure spray is evenly distributed in a fan-shaped pattern across entire spray area (Figure 4, Item 1).
8. Replace fuel injector nozzle (Figure 3, Item 1) if spray pattern is unevenly distributed, uneven, or abnormal (Figure 4, Item 2).
9. Disconnect fuel injector nozzle (Figure 3, Item 1) from fuel injector tester (Figure 3, Item 2).
10. Clean fuel injector nozzle (Figure 3, Item 1), fuel injector tester (Figure 3, Item 2), and surrounding area of excess fuel using wiping rags.
11. Dispose of excess fluids and wiping rags IAW local SOP.

END OF TASK

Check Fuel Injector Pressure

NOTE

Fluids used during injection nozzle testing should be captured and disposed of IAW local SOP.

1. Place fuel injector (Figure 5, Item 1) on a nozzle tester (Figure 5, Item 3).

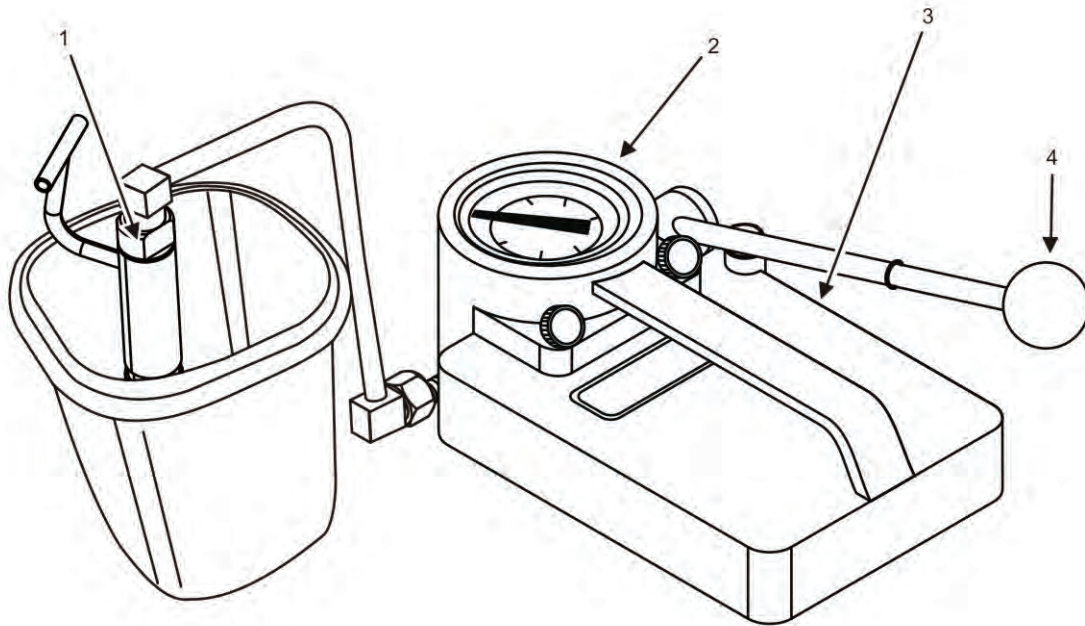


Figure 5. Fuel Injector Pressure.

2. Pump operating lever (Figure 5, Item 4) of nozzle tester (Figure 5, Item 3) slowly, observing pressure reading at the point where fuel injector begins spraying fuel.

NOTE

Fuel injection pressure of a new fuel injector is reduced approximately 72.5 psi (0.5 MPa) after about the first 5 hr of initial operation.

3. Record reading on pressure gage (Figure 5, Item 2).

NOTE

Fuel injector identification is critical since each engine has a unique fuel injection pressure. The fuel nozzle is specifically matched to fuel injector by engine model and engine speed.

4. Replace if pressure is not within specifications shown in Table 1.

Table 1. Fuel Injection Pressure.

Fuel injector pressure	3058 – 3200 psi (21.1 – 22.1 MPa)
------------------------	--------------------------------------

5. Pump operating lever (Figure 5, Item 4) slowly to hold pressure steady at a point just below opening pressure. Hold pressure for 5 sec.

NOTE

If fuel leaks from fitting on pump connected to fuel injector, check that nut on fuel injector is tight. Replace injector if fuel continues to leak from either nut or nozzle.

6. Check fuel injector (Figure 5, Item 1) for proper sealing or leaks.
7. Replace if fuel injector (Figure 5, Item 1) does not seal properly or leaks after pressure is reduced below value in Table 1.

8. Disconnect fuel injector (Figure 5, Item 1) from nozzle tester (Figure 5, Item 3).
9. Clean fuel injector (Figure 5, Item 1), nozzle tester (Figure 5, Item 3), and surrounding area of excess fuel using wiping rags.
10. Dispose of excess fluids and wiping rags IAW local SOP.

END OF TASK

Install Fuel Injectors

1. Uncap/unplug all openings on cylinder head (Figure 2, Item 10).

NOTE

Nozzle protector (Figure 6, Item 3) can only be assembled on fuel injector (Figure 6, Item 1) in one direction.

Fuel injector seat (Figure 6, Item 2) must be installed against fuel injector (Figure 6, Item 1) body.

2. Install three new nozzle protectors (Figure 6, Item 3) and fuel injector seats (Figure 6, Item 2) to fuel injectors (Figure 6, Item 1).

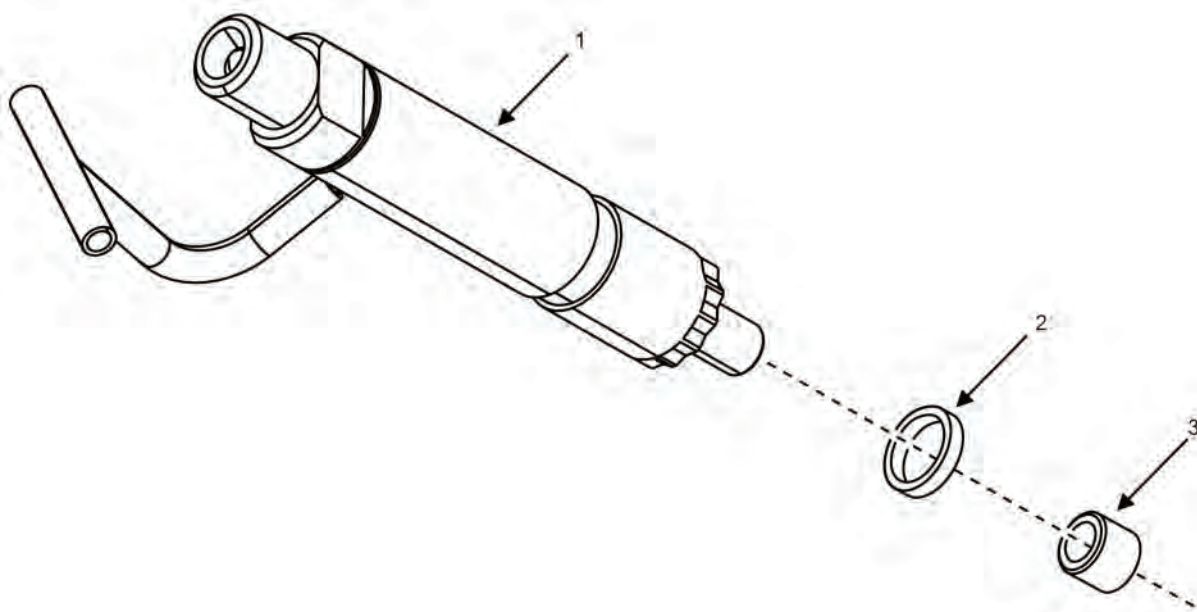


Figure 6. Fuel Injector — Detail.

3. Remove cap/plug from fuel injectors (Figure 2, Item 5).
4. Install three fuel injectors (Figure 2, Item 5) to cylinder head (Figure 2, Item 10).
5. Install three fuel injector retainers (Figure 2, Item 3) to three fuel injectors (Figure 2, Item 5).
6. Install three fuel injector retainer bolts (Figure 2, Item 2) with washers (Figure 2, Item 1) to three fuel injector retainers (Figure 2, Item 3).
7. Torque fuel injector retainer bolts (Figure 2, Item 2) to 18 – 21 ft/lb (24 – 28 Nm).
8. Uncap/unplug all openings on fuel return lines (Figure 2, Item 6).
9. Install fuel return lines (Figure 2, Item 6) to each side of fuel injectors (Figure 2, Item 5).

10. Install cap (Figure 2, Item 4) to cylinder 1 fuel injector (Figure 2, Item 5).
11. Slide and position hose clips (Figure 2, Item 9) to fuel return lines (Figure 2, Item 6) on each fuel injector (Figure 2, Item 5) and to cap (Figure 2, Item 4) of cylinder 1 fuel injector (Figure 2, Item 5).
12. Uncap/unplug all fittings on fuel injection pump and fuel lines.
13. Position high-pressure fuel injection lines (Figure 2, Item 13) as an assembly on engine.
14. Finger-tighten three nuts (Figure 2, Item 14) to fuel injectors (Figure 2, Item 5).
15. Finger-tighten three nuts (Figure 2, Item 12) to fuel injection pump delivery valves (Figure 2, Item 11).

CAUTION

To prevent rounding fuel line nuts, always use a line wrench. When loosening fuel line nuts, always hold fuel injection pump delivery valves with a second wrench to prevent loosening of delivery valves. Failure to comply may cause damage to equipment.

The use of a 17 mm flare nut crowfoot wrench in combination with a torque wrench will be required to tighten high-pressure fuel injection lines to proper torque. When using a crowfoot with a torque wrench, reduce torque value by 10%. Failure to comply may cause damage to equipment.

16. Torque all high-pressure fuel injection lines (Figure 2, Item 13) to between 22 – 25 ft/lb (29 – 34 Nm).
17. Bleed fuel system of air (WP 0040, Service Fuel System).
18. Install battery ground cable (WP 0036, Remove/Install Batteries).
19. Position top body panel onto generator set without securing bolts (WP 0028, Remove/Install Top Body Panel).
20. Close right- and left-side doors.
21. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
22. Start engine and run for no more than 5 min before inspecting (TM 9-6115-750-10).
23. Check for fuel leaks and proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
24. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FUEL INJECTION PUMP

INITIAL SETUP:**Test Equipment**

Adapter, Fuel Injection Pump Plunger (WP 0162, Table 2, Item 2)

Band, Retaining (WP 0162, Table 2, Item 5)

Extension, Dial Indicator (WP 0162, Table 2, Item 17)

Indicator, Dial (WP 0162, Table 2, Item 20)

Tools and Special Tools

Hammer, Hand, Soft Face, Dead Blow (WP 0162, Table 2, Item 19)

Metal Marking Pencil (WP 0162, Table 2, Item 22)

Puller Set, Mechanical (WP 0162, Table 2, Item 24)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 1/2" Drive, 250 FT-LB (WP 0162, Table 2, Item 51)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Fuel injection pump assembly (WP 0129, Repair Parts List, Figure 29, Item 1)

Gasket, valve cover (WP 0143, Repair Parts List, Figure 43, Item 11)

Governor actuator (WP 0134, Repair Parts List, Figure 34, Item 1)

O-ring (WP 0129, Figure 29, Item 9)

O-ring, F.I. Pump (WP 0148, Repair Parts List, Figure 48, Item 19)

O-ring (1A S-36.0) (WP 0129, Figure 29, Item 58)

Packing, P 12.0 (3) (WP 0143, Figure 43, Item 2)

Washer M10 (2) (WP 0141, Repair Parts, List, Figure 41, Item 17)

Washer, seal (8S) (2) (WP 0141, Figure 41, Item 12)

Washer, split (WP 0129, Figure 29, Item 51)

Materials/Parts

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Compound, sealing (WP 0163, Item 16)

Cleaning compound, solvent (WP 0163, Item 11)

Fuel, diesel (WP 0163, Item 20)

Grease, electrically conductive (WP 0163, Item 21)

Grease, general purpose (WP 0163, Item 22)

Pan, drain (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Soap, ivory (WP 0163, Item 34)

Strap, tie-down (6) (WP 0163, Item 35)

Personnel Required

91D (1)

Assistant (1)

References

WP 0040, Service Fuel System

WP 0051, Remove/Install Engine Wiring Harness

WP 0063, Remove/Install 50/60 Hz Engine Assembly

WP 0064, Remove/Install 400 Hz Engine Assembly

WP 0073, Remove/Install Battery-Charging Alternator Belt

WP 0082, Service Engine Valves

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

INITIAL SETUP — CONTINUED:**Equipment Conditions**

Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Coolant drained from engine (WP 0021, Service Cooling System)

Fuel injection lines removed and openings on fuel injection pump capped (WP 0068, Remove/Install Fuel Injectors)

Exhaust flex pipe and elbow removed (WP 0077, Remove/Install Muffler)

Equipment Conditions

Valve cover removed (WP 0081, Remove/Install Valve Cover)

Intake manifold removed (WP 0076, Remove/Install Intake Manifold)

REMOVE/INSTALL FUEL INJECTION PUMP**WARNING**

Fuels used in generator set are combustible. Do not smoke or use open fire when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel.

CAUTION

When replacing fuel injection pump, part numbers must match. Each fuel injection pump is manufactured to match engine specifications. If using a fuel injection pump from another engine, ensure part numbers match before use. The part number for the 10 kW generator set fuel injection pump is 729083-51310. Failure to comply may cause damage to engine.

NOTE

Capture spilled fuel and dispose of IAW local SOP. Cap/plug all open fuel lines/fittings to prevent dirt and debris from entering fuel system.

Remove Fuel Injection Pump

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open right-side door and locate fuel injection pump (Figure 1).
3. Place a drain pan under fuel injection pump (Figure 1) to catch any spillage.

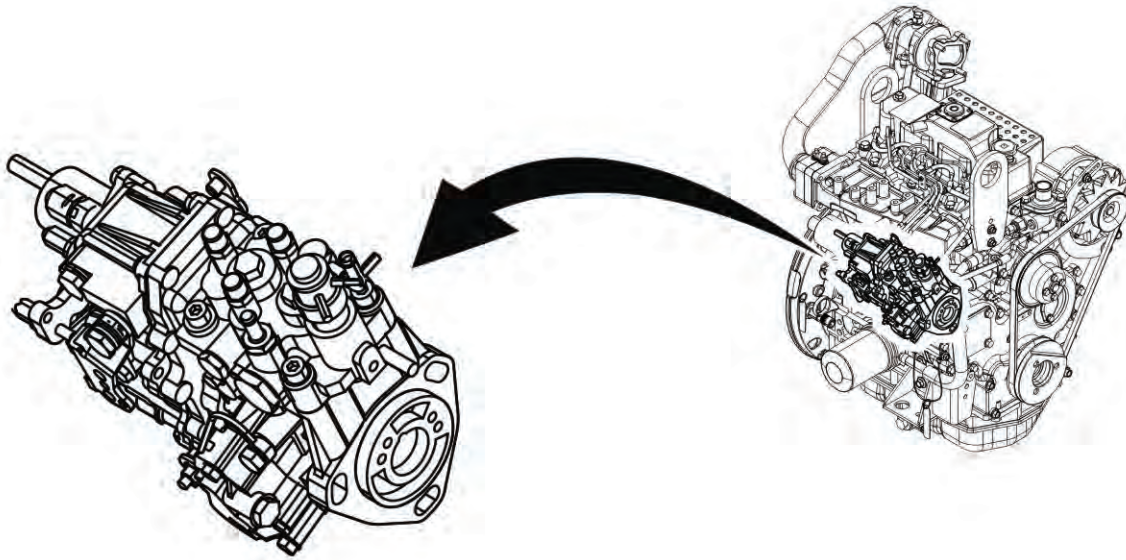


Figure 1. Fuel Injection Pump — Location.

NOTE

Cylinder number one is located at the flywheel end of the engine. The exhaust valve is operated by the short rocker arm; the intake valve is operated by the long rocker arm. Rotate crankshaft clockwise (from water pump end) to bring cylinder number one to TDC for compression stroke.

TDC is found when both rocker arms of cylinder one are loose and the cylinder "TC" mark on the flywheel is visible through the timing port of the flywheel housing. The firing order of the engine is 1-3-2.

Table 1. Valve Closure.

CYLINDER NO.	1		2		3	
Valve	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake
Number one cylinder at TDC compression (rocker arms loose)	X	X		X	X	
Number one cylinder at TDC exhaust (360 degrees from TDC compression)			X			X

- Turn harmonic balancer hex cap screw (not shown) clockwise from water pump end of engine to bring cylinder number one to TDC (see Table 1 and Check Valve Clearance task, steps 1 through 4, in WP 0082, Service Engine Valves as required).
- Remove oil dipstick.
- Loosen two bolts (Figure 2, Item 19) securing rear fuel injection pump bracket (Figure 2, Item 20) to fuel injection pump (Figure 2, Item 1) and engine block.
- Remove rear fuel injection pump bracket (Figure 2, Item 20) from fuel injection pump (Figure 2, Item 1) and engine block.

CAUTION

Take care not to damage or bend the lube oil line. Failure to comply may cause damage to equipment.

NOTE

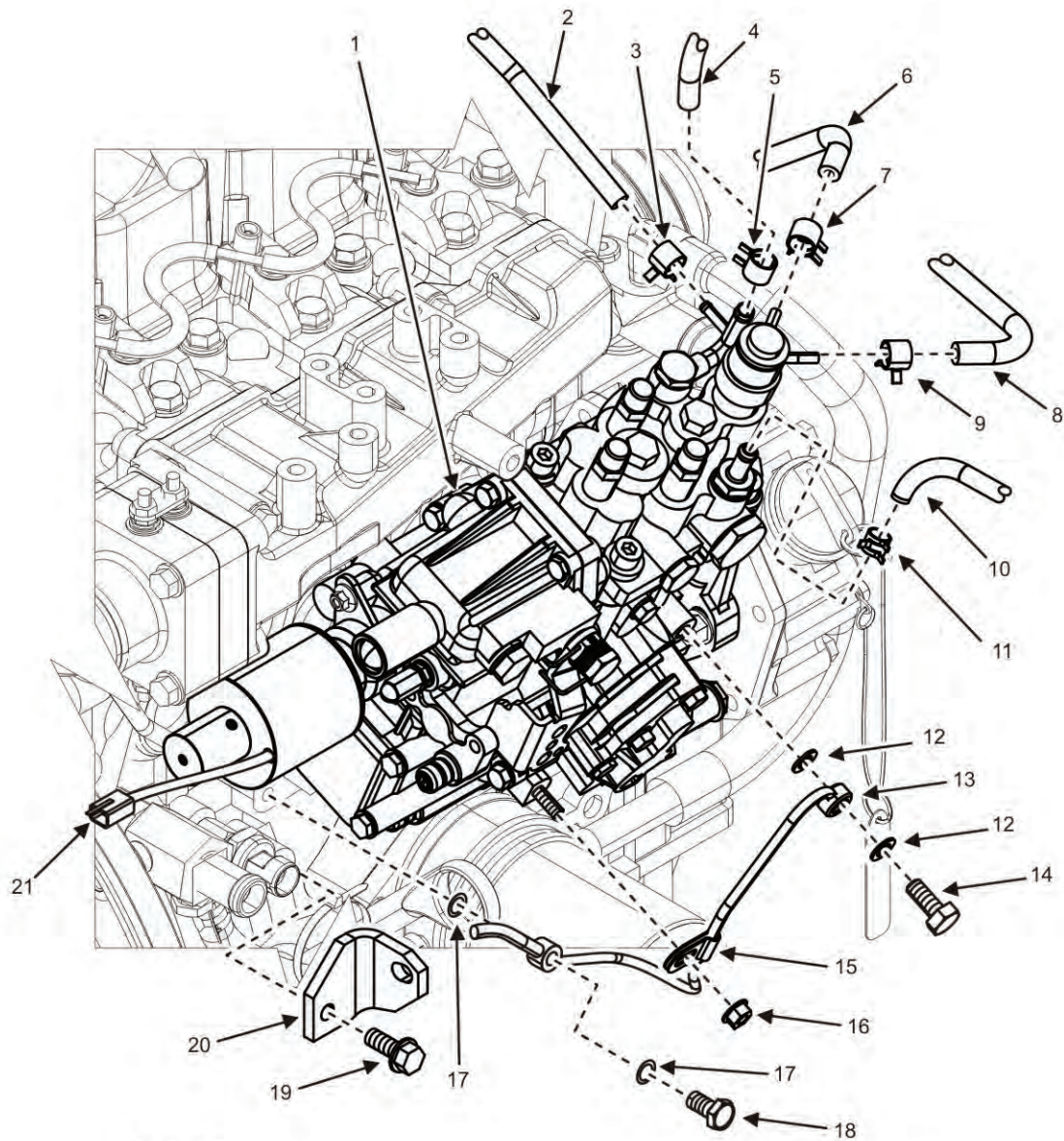
Cap the open port after removing bolts (Figure 2, Items 14 and 18) from fuel injection pump (Figure 2, Item 1) and engine block.

8. Remove one pipe joint bolt (Figure 2, Item 14) with two sealing washers (Figure 2, Item 12) securing lube oil line assembly (Figure 2, Item 13) to fuel injection pump (Figure 2, Item 1) and one pipe joint bolt (Figure 2, Item 18) with two sealing washers (Figure 2, Item 17) securing lube oil line assembly (Figure 2, Item 13) to engine. Discard washers (Figure 2, Items 12 and 17).
9. Remove one nut (Figure 2, Item 16) securing clamp (Figure 2, Item 15) holding lube oil line assembly (Figure 2, Item 13) to fuel injection pump (Figure 2, Item 1).
10. Loosen and slide back hose clip (Figure 2, Item 7) on coolant line (Figure 2, Item 6) on fuel injection pump (Figure 2, Item 1).
11. Remove coolant line (Figure 2, Item 6) from fuel injection pump (Figure 2, Item 1).
12. Loosen and slide hose clip (Figure 2, Item 9) on coolant line (Figure 2, Item 8) back and leave on coolant line (Figure 2, Item 8).
13. Remove coolant line (Figure 2, Item 8) from fuel injection pump (Figure 2, Item 1).
14. Cap/plug open ends of coolant lines (Figure 2, Items 6 and 8) and openings on fuel injection pump.
15. Loosen and slide hose clip (Figure 2, Item 3) back on fuel return pipe (Figure 2, Item 2) of fuel injection pump (Figure 2, Item 1).
16. Remove fuel return pipe (Figure 2, Item 2) from fuel injection pump (Figure 2, Item 1).
17. Loosen and slide hose clip (Figure 2, Item 5) back on fuel return pipe (Figure 2, Item 4) on fuel injection pump (Figure 2, Item 1).
18. Remove fuel return pipe (Figure 2, Item 4) from fuel injection pump (Figure 2, Item 1).
19. Cap/plug open ends of fuel return pipes (Figure 2, Items 2 and 4) and openings on fuel injection pump.
20. Loosen and slide hose clip (Figure 2, Item 11) back on fuel supply line (Figure 2, Item 10).
21. Remove fuel supply line (Figure 2, Item 10) from fuel injection pump (Figure 2, Item 1).
22. Cap/plug open end of fuel supply line and openings on fuel injection pump.
23. Separate governor actuator wiring connector (Figure 2, Item 21) on fuel injection pump (Figure 2, Item 1).
24. Remove connector attached to temperature sensor and position wiring harness to enable fuel injection pump removal (WP 0051, Remove/Install Engine Wiring Harness).
25. Remove four bolts (Figure 3, Item 3) and four sealing washers (Figure 3, Item 4) securing fuel injection pump gear cover (Figure 3, Item 2) to gear case cover (Figure 3, Item 1).

NOTE

The injection pump gear cover is secured with gasket sealer. Use a flat tip screwdriver in recess on bottom corner to loosen injection pump gear cover and separate from gear case cover.

26. Remove fuel injection pump gear cover (Figure 3, Item 2) and remove excess gasket sealer from fuel injection pump gear cover (Figure 3, Item 1) with a putty knife.



Legend

- | | |
|------------------------|----------------------|
| 1. Fuel Injection Pump | 12. Sealing Washer |
| 2. Fuel Return Pipe | 13. Lube Oil Line |
| 3. Hose Clip | 14. Pipe Joint Bolt |
| 4. Fuel Return Pipe | 15. Clamp |
| 5. Hose Clip | 16. Nut |
| 6. Coolant Line | 17. Sealing Washer |
| 7. Hose Clip | 18. Pipe Joint Bolt |
| 8. Coolant Line | 19. Bolt |
| 9. Hose Clip | 20. Bracket |
| 10. Fuel Supply Line | 21. Wiring Connector |
| 11. Hose Clip | |

Figure 2. Fuel Injection Pump — Removal.

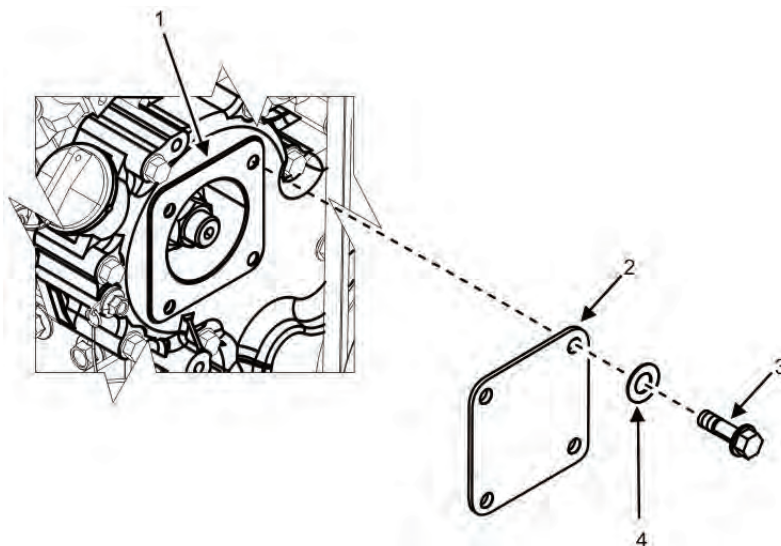


Figure 3. Injection Pump Gear Cover.

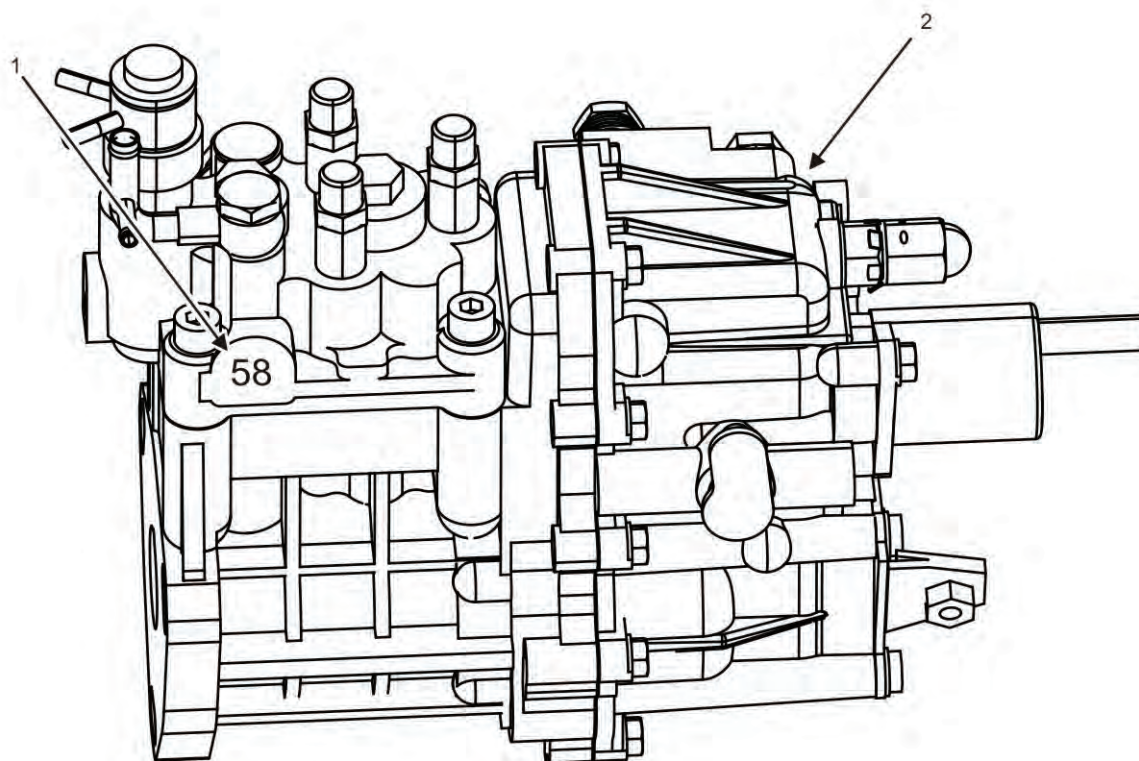


Figure 4. Fuel Injection Timing Number.

27. Record fuel injection timing to use when positioning fuel injection pump (Figure 4, Item 2) during installation:
- Locate and record fuel injection pump timing index number (Figure 4, Item 1) stamped into flat boss area on engine side of fuel injection pump housing.

- b. Treat number as if decimal point is between two digits (for example, 58 = 5.8).
- c. Record number and label as fuel injection pump timing index number.

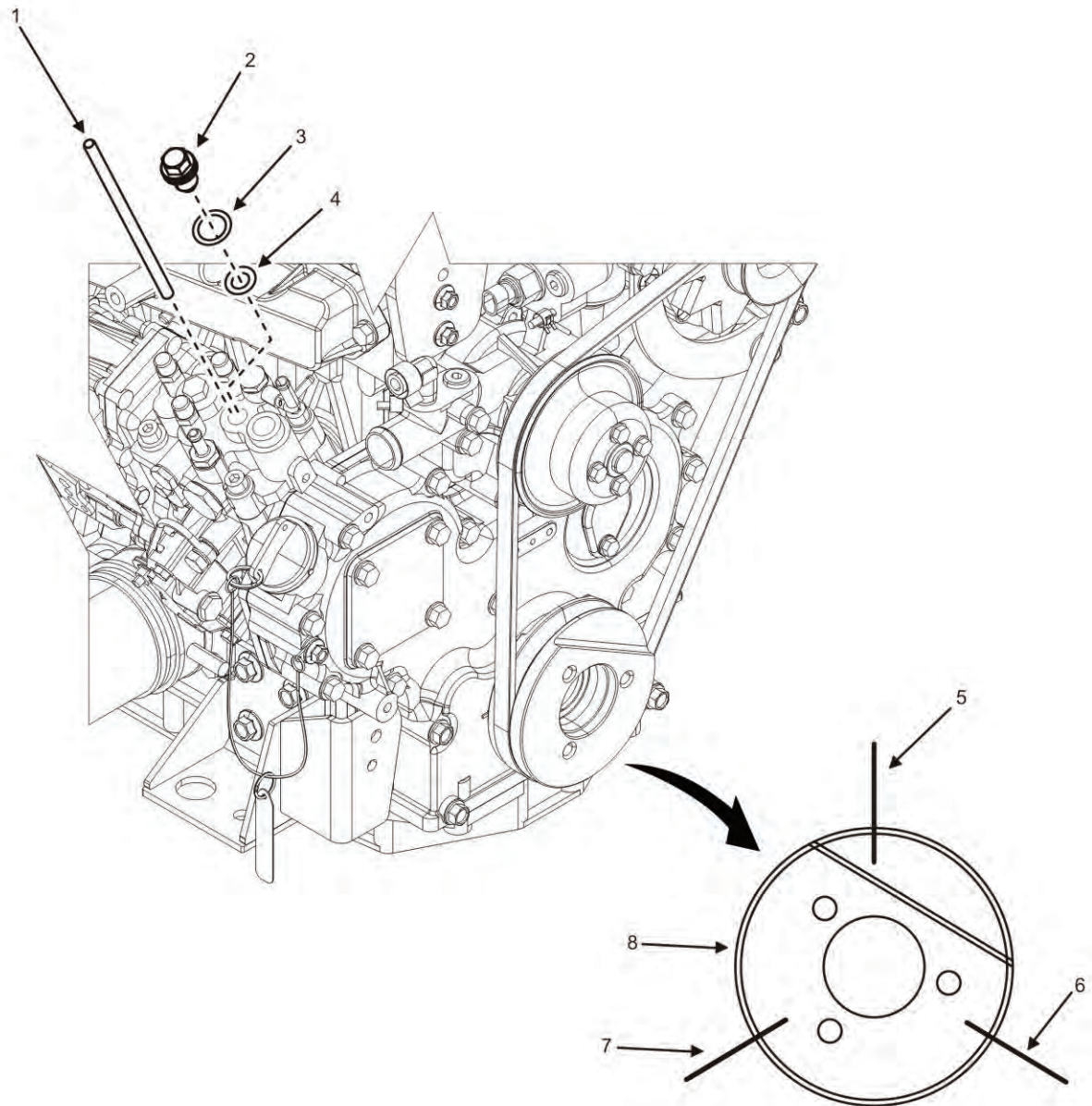


Figure 5. Install Brass Drift Punch.

NOTE

To position fuel injection pump for easier removal and installation, use a 1/4 in brass drift punch in the plunger opening to position pump at the bottom of its stroke. Positioning fuel injection pump at the bottom of its stroke removes spring tension from the shaft.

- 28. Use a 1/4 in brass drift punch to position fuel injection pump:
 - a. Remove fuel injection pump barrel plug (Figure 5, Item 2).
 - b. Remove O-ring (Figure 5, Item 3) and brass packing (Figure 5, Item 4). Discard O-ring (Figure 5, Item 3).

- c. Install 1/4 in brass drift punch (Figure 5, Item 1) into fuel injection pump barrel plug opening.
- d. Mark harmonic balancer (Figure 5, Item 8) in one-third (1/3) increments (Figure 5, Items 5, 6, and 7) with reference to gear case cover.
- e. Rotate crankshaft counterclockwise until 1/4 in brass drift punch (Figure 5, Item 1) is at lowest point indicating fuel injection pump has reached the bottom of its stroke. Ensure this position as the barrel starts to come up (approximately 1/3 of a counterclockwise turn).
- f. Remove 1/4 in brass drift punch (Figure 5, Item 1) from pump barrel plug opening. Cap/plug hole of pump barrel plug.

CAUTION

To aid in reassembly, mark reference points on fuel injection pump drive gear and bore of gear case opening (Figure 6). Failure to comply may cause damage to equipment.

After marking the position of the pump drive gear, do not rotate the engine crankshaft. Rotating the crankshaft will cause the fuel injection pump to become misaligned. Failure to comply may cause damage to equipment.

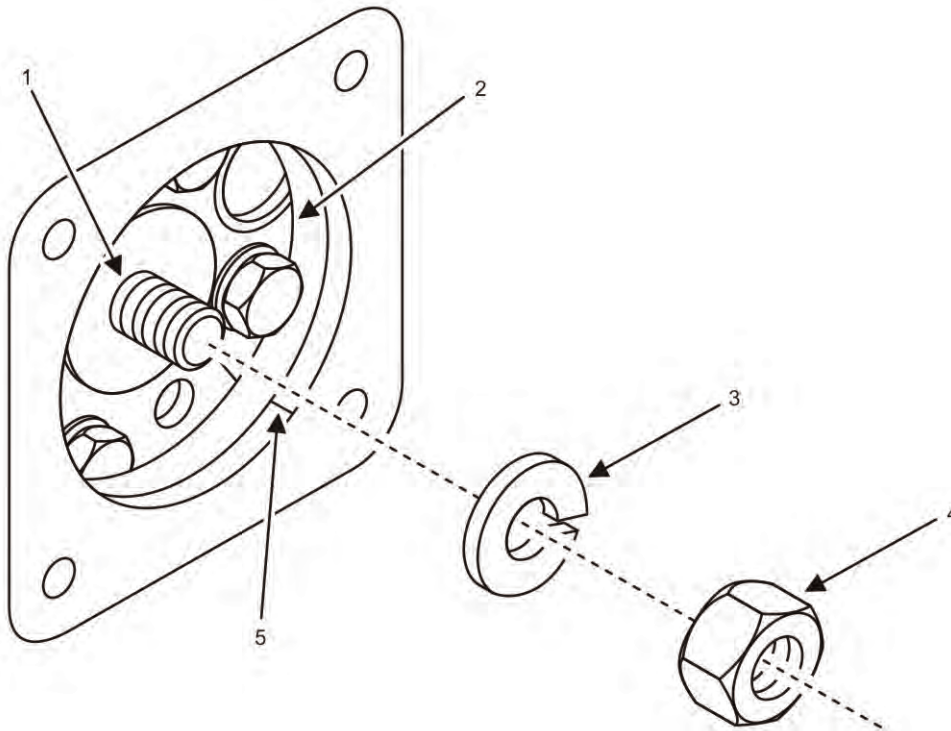


Figure 6. Fuel Injection Pump Drive Gear.

- 29. Make a reference point mark with metal marking pencil on fuel injection pump drive gear (Figure 6, Item 6) and bore of gear case opening (Figure 6, Item 5).
- 30. Prevent fuel injection pump drive gear (Figure 6, Item 2) from moving by securing harmonic balancer bolt (not shown) with socket and breaker bar.

CAUTION

Do not loosen or remove the four bolts retaining the fuel injection pump drive gear to the fuel injection pump hub. Do not disassemble the fuel injection pump drive gear from the fuel injection pump hub. Correct fuel injection timing will be very difficult or impossible to achieve. Failure to comply may cause damage to equipment.

31. Loosen single drive gear nut (Figure 6, Item 4) on fuel injection pump drive gear (Figure 6, Item 2) and turn to end of fuel injection pump drive shaft (Figure 6, Item 1).
32. Leave fuel injection pump hub attached to fuel injection pump drive gear (Figure 6, Item 2).
33. Loosen fuel injection pump drive gear (Figure 6, Item 2) as an assembly from fuel injection pump drive shaft (Figure 6, Item 1) using a two-bolt gear puller.
34. Allow fuel injection drive gear (Figure 6, Item 2) to remain in gear case cover once loose from fuel injection pump.
35. Remove fuel injection pump drive gear nut (Figure 6, Item 4) and lock washer (Figure 6, Item 3) from fuel injection pump drive shaft (Figure 6, Item 1). Discard lock washer.

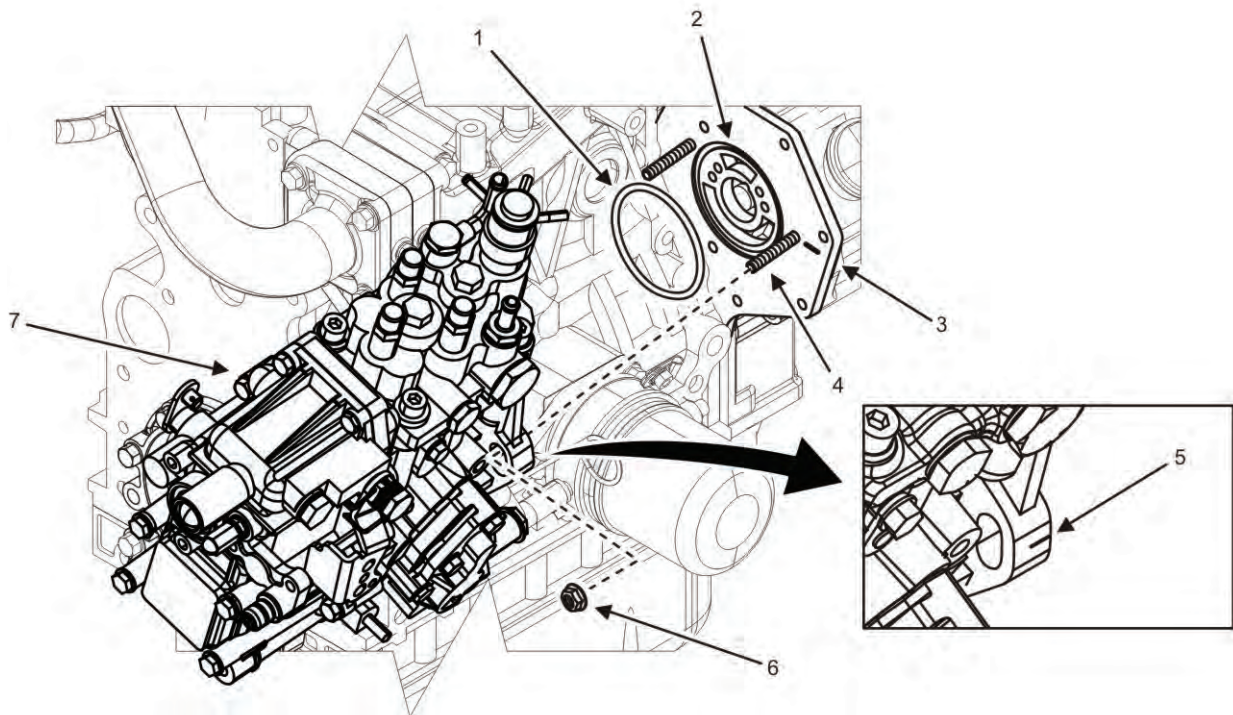


Figure 7. Fuel Injection Pump and Mounting Flange.

36. Locate mark stamped into flat outside mounting boss (Figure 7, Item 5) of fuel injection pump (Figure 7, Item 7) and gear case mounting flange (Figure 7, Item 3).
37. Enhance corresponding marks with metal marking pencil to assist during reinstallation if reusing existing fuel injection pump (Figure 7, Item 7).
38. Loosen without removing three nuts (Figure 7, Item 6) securing fuel injection pump (Figure 7, Item 7) to gear case mounting flange (Figure 7, Item 3).

WARNING

Support components when removing attaching hardware or component may fall. Failure to comply may cause injury or death to personnel and damage to equipment.

39. Support fuel injection pump (Figure 7, Item 7) to ease weight for removal.

CAUTION

Do not rotate the crankshaft with the fuel injection pump (Figure 7, Item 7) removed. Failure to comply may cause damage to equipment.

NOTE

Engine lift eye may need to be removed to access nut (Figure 7, Item 6) securing fuel injection pump (Figure 7, Item 6) to gear case mounting flange (Figure 7, Item 3).

Take care not to damage or bend the lube oil line. Failure to comply may cause damage to equipment.

40. Remove three nuts (Figure 7, Item 6) securing fuel injection pump (Figure 7, Item 7) to gear case mounting flange (Figure 7, Item 3).

NOTE

Fuel injection pump (Figure 7, Item 7) is under slight spring tension. A light tap with a rubber mallet may be necessary to loosen the pump from engine. Governor actuator (Figure 8, Item 2) may need to be removed before removing fuel injection pump (Figure 7, Item 7) to help with clearance of components.

41. Remove by gently prying fuel injection pump (Figure 7, Item 7) from three studs (Figure 7, Item 4) and gear case mounting location (Figure 7, Item 2).
42. Drain fuel injection pump (Figure 7, Item 7) into suitable drain pan.
43. Inspect studs (Figure 7, Item 4) for damage. Replace as required.
44. Remove and discard O-ring (Figure 7, Item 1) from mounting location (Figure 7, Item 2) or pump.
45. Cover fuel injection pump openings in engine block with a wiping rag to prevent dirt and debris from entering engine.

NOTE

Governor actuator may need to be removed and set aside for reinstallation on new fuel injection pump. Governor actuator will not need to be removed if reinstalling the same fuel injection pump as removed. Perform steps 44 – 46 to remove the governor actuator when necessary.

46. Remove two bolts (Figure 8, Item 1) securing governor actuator (Figure 8, Item 2) to fuel injection pump (Figure 7, Item 7).
47. Remove governor actuator (Figure 8, Item 2).
48. Remove O-ring (Figure 8, Item 3) and discard.

CAUTION

Do not allow gasket residue to enter engine. Do not damage mounting surface when scraping gasket material. Failure to comply will cause damage to equipment.

49. Scrape excess gasket sealer from mounting surfaces using a putty knife.

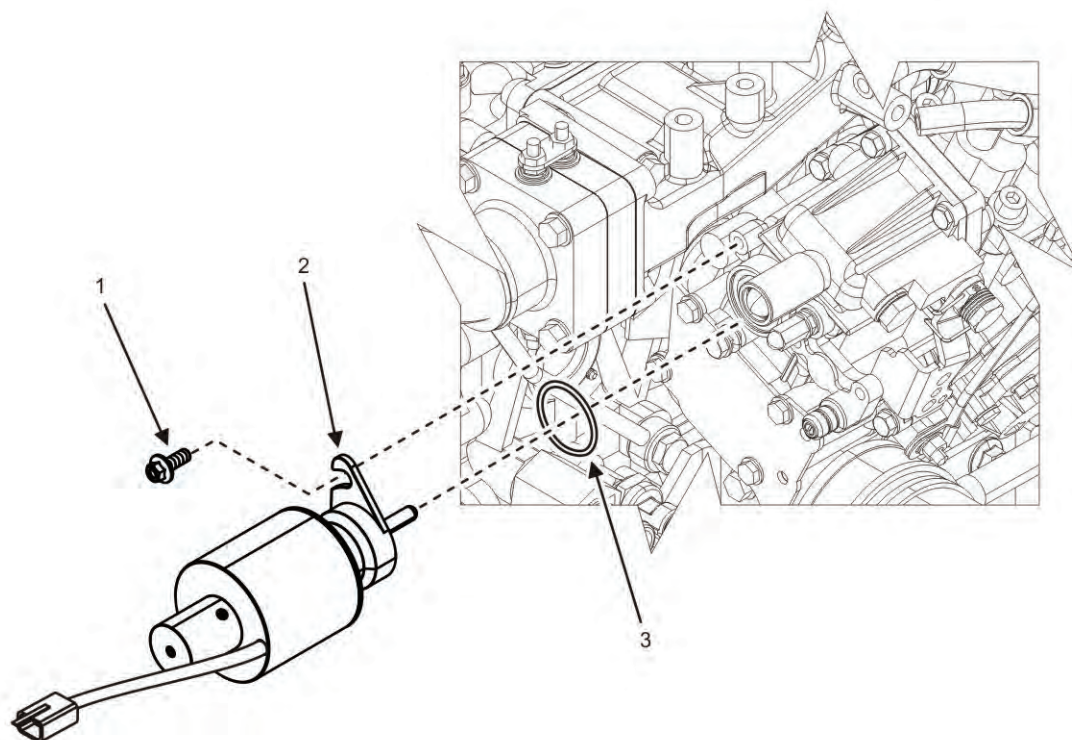


Figure 8. Fuel Injection Pump — Actuator Removal.

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

NOTE

Spilled solvent should be cleaned IAW local SOP. Dispose of solvent and soiled cloths IAW local SOP.

50. Clean mounting surfaces using wiping rags and dry cleaning solvent.

51. Dispose of captured fuel IAW local SOP.

END OF TASK

Inspect Fuel Injection Pump

1. Inspect fuel injection pump (Figure 2, Item 1) for damage, corrosion, or built-up deposits. Replace as required.
2. Inspect all hoses and lines for any signs of damage or leaks. Replace as required.
3. Inspect fuel injection pump drive gear (Figure 6, Item 2) for damage. Replace engine (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly) if fuel injection pump drive gear (Figure 6, Item 2) is damaged.
4. Inspect all bolts, nuts, and studs for stripped or damaged threads. Replace as required.
5. Inspect fuel injection pump barrel plug (Figure 5, Item 2) for damage to threads. Replace as required.

6. Inspect brass packing (Figure 5, Item 4) for damage. Replace as required.
7. Inspect governor actuator (Figure 8, Item 2) for damage. Replace as required.

END OF TASK

Install Fuel Injection Pump

NOTE

If installing the same fuel injection pump as removed, timing index number calculations will not be necessary. Use marks previously made to align pump (Remove Fuel Injection Pump task) and proceed to step 2. Use calculation in step 1 when installing a new fuel injection pump.

1. Record timing index number (Figure 4, Item 1) found on replacement fuel injection pump, inserting decimal point between the two digits (e.g., 58 = 5.8).

CAUTION

Take care when installing brass packing (Figure 5, Item 4) to avoid damage. Damage or incorrect installation of the brass packing (Figure 5, Item 4) may result in inoperability of the generator set. Failure to comply will cause damage to equipment.

2. Install fuel injection pump barrel plug (Figure 5, Item 2), new O-ring (Figure 5, Item 3), and brass packing (Figure 5, Item 4) to fuel injection pump if reusing existing fuel injection pump.

NOTE

Governor actuator (Figure 8, Item 2) may need to be installed after installing fuel injection pump (Figure 7, Item 7) to help with clearance of components.

3. Install governor actuator (Figure 8, Item 2) with new O-ring (Figure 8, Item 3), if removed.
4. Tighten two bolts (Figure 8, Item 1) securing governor actuator (Figure 8, Item 2) to fuel injection pump to 8 ft/lb (10 – 12 Nm).

CAUTION

When reinstalling a new or repaired fuel injection pump, it is important to add 5 – 7 oz (150 – 200 cm³) of engine oil to fuel injection pump fill plug to provide lubrication for initial start-up. Failure to comply may cause damage to equipment.

5. Remove fuel injection pump oil fill plug (Figure 9, Item 3) and sealing washer (Figure 9, Item 2). Discard sealing washer (Figure 9, Item 2).
6. Add 5 – 7 oz (150 – 200 cm³) of engine oil to fuel injection pump fill plug opening (Figure 9, Item 1).
7. Install fuel injection pump fill plug (Figure 9, Item 3) with new sealing washer (Figure 9, Item 2).
8. Uncover fuel injection pump openings in engine block.
9. Ensure fuel injection pump drive gear (Figure 10, Item 4) is aligned using reference marks (Figure 6, Items 5 and 6) made during removal.
10. Apply grease to new O-ring (Figure 7, Item 1).
11. Ensure surface of fuel injection pump shaft (Figure 10, Item 2) is clean and dry.
12. Hold O-ring (Figure 7, Item 1) in place in mounting location (Figure 7, Item 2) while installing fuel injection pump (Figure 7, Item 7).

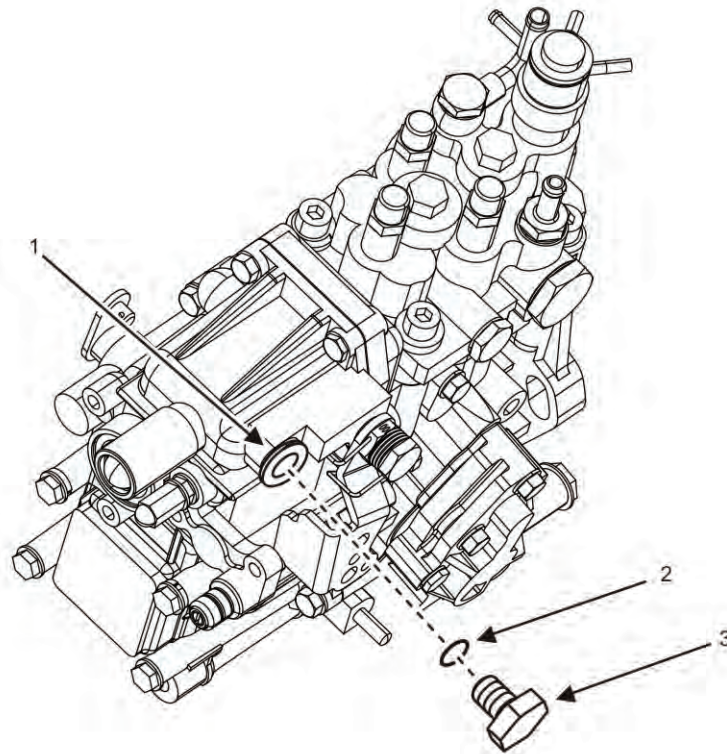


Figure 9. Fuel Injection Pump Oil Fill.

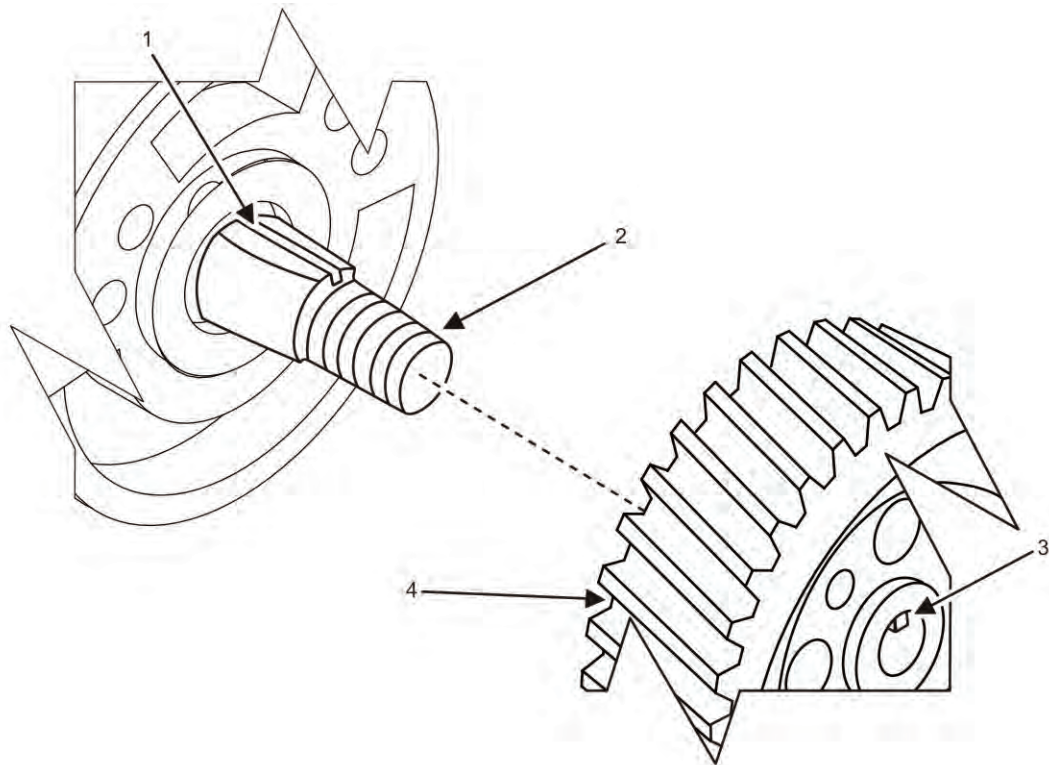


Figure 10. Fuel Injection Pump Install.

13. Align keyway (Figure 10, Item 1) on fuel injection pump shaft (Figure 10, Item 2) with key (Figure 10, Item 3) in fuel injection pump drive gear (Figure 10, Item 4).
14. Install fuel injection pump into fuel injection pump drive gear (Figure 10, Item 4).
15. Install and finger-tighten three nuts (Figure 7, Item 6) onto mounting studs (Figure 7, Item 4).

NOTE

Do not lubricate threads of fuel injection pump drive gear shaft and nut.

16. Install new lock washer (Figure 6, Item 3) and nut (Figure 6, Item 4) on fuel injection pump shaft (Figure 10, Item 2) finger tight to fuel injection pump drive gear (Figure 10, Item 4).
17. Secure harmonic balancer bolt (not shown) while tightening fuel injection pump drive gear nut (Figure 6, Item 4).
18. Torque fuel injection pump drive gear nut (Figure 6, Item 4) to 58 – 65 ft/lb (78 – 88 Nm).

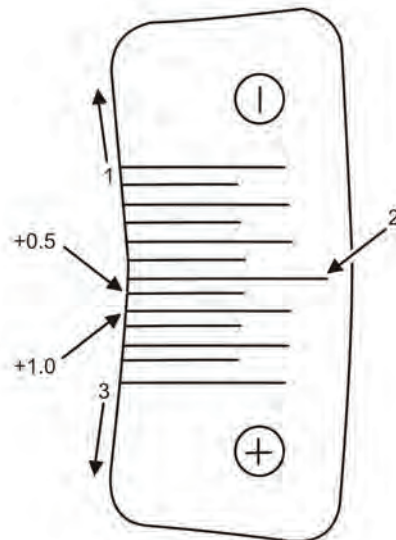


Figure 11. Timing Grid Sticker.

NOTE

A timing grid sticker comes with each new fuel injection pump. Use following steps 19 through 25 as needed for installation of new fuel injection pump. Each 0.5 degree mark on timing grid sticker is 0.5 mm apart.

19. Locate standard mark (Figure 11, Item 2) on timing grid sticker (Figure 11) that comes with new fuel injection pump (Figure 12, Item 5).
20. Align standard mark (Figure 11, Item 2) of timing grid sticker with reference mark (Figure 12, Item 2) on back of gear case mounting flange (Figure 12, Item 4) while installing timing grid sticker (Figure 12, Item 3).
21. Find difference between new fuel injection pump timing index number recorded in step 1 and old fuel injection pump timing index number recorded in Remove Fuel Injection Pump task, step 27.
22. Record the difference of the two numbers.

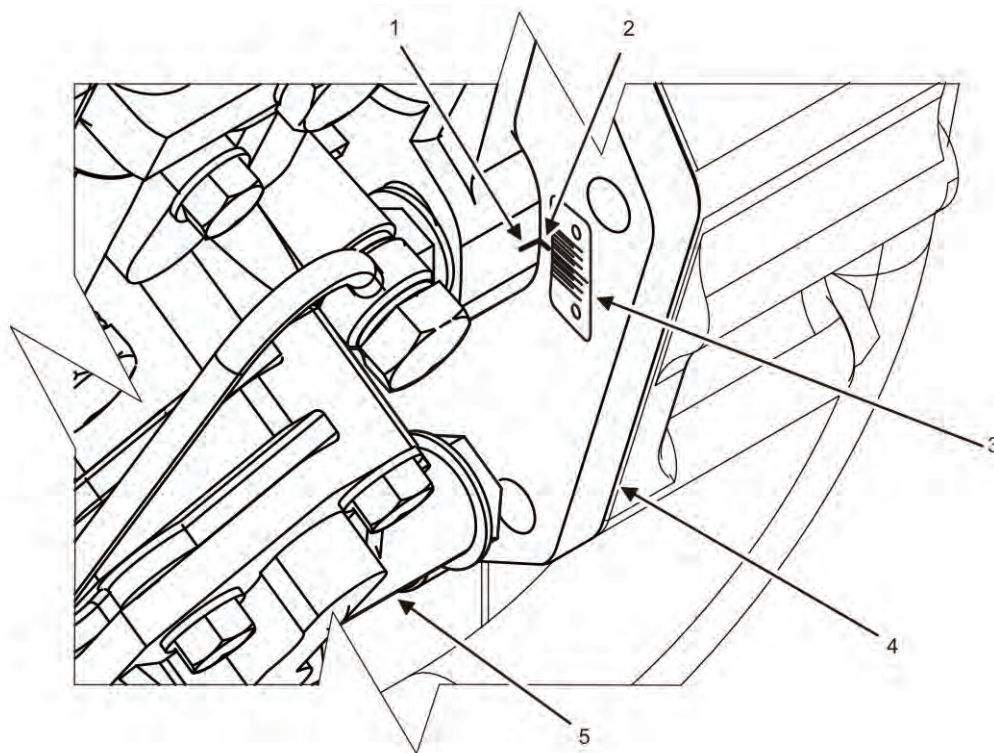


Figure 12. Timing Grid Sticker—Mounting Flange.

NOTE

Standard mark of timing grid sticker applied in step 20 is needed for the below procedure. For purpose of adjustment, standard mark equals 0 degrees. Use reference mark (Figure 12, Item 2) on outside upper mounting boss of fuel injection pump (Figure 12, Item 5) to correspond values with standard mark. Rotation of fuel injection pump clockwise or counterclockwise is 0.5 degrees difference for each mark away from standard mark of 0 degrees. The difference of +0.5 degrees would require rotating the fuel injection pump clockwise one mark past the standard mark.

The fuel injector pump may be adjusted on the mounting studs by rotating and tightening it anywhere within the elongated mounting hole.

23. Use standard mark from step 20 as starting point to rotate fuel injection pump (Figure 12, Item 5) clockwise by positive amount shown on sticker (Figure 11, Item 3) if difference in timing index number from step 22 is positive.
24. Use standard mark from step 20 as starting point to rotate fuel injection pump (Figure 12, Item 5) counterclockwise by negative amount shown on sticker (Figure 11, Item 1) if difference in timing index number from step 22 is negative.
25. Keep standard mark (Figure 11, Item 2) of timing grid sticker aligned with mark on fuel injection pump (Figure 12, Item 1) if there is no difference (number of zero).
26. Finger-tighten fuel injection pump mounting nuts (Figure 7, Item 6) to studs (Figure 7, Item 4) once properly aligned.

NOTE

Engine lift eye may need to be removed to access nut (Figure 7, Item 6) securing fuel injection pump (Figure 7, Item 6) to gear case mounting flange (Figure 7, Item 3).

27. Tighten fuel injection pump mounting nuts (Figure 7, Item 6) to 17 – 21 ft/lb (23 – 28 Nm).
28. Apply gasket sealer to sealing surface of fuel injection pump gear cover (Figure 13, Item 2).
29. Position fuel injection pump gear cover (Figure 13, Item 2) and align holes in injection pump gear cover with gear case cover (Figure 13, Item 1).
30. Install four bolts (Figure 13, Item 3) and four new washers (Figure 13, Item 4) securing fuel injection pump gear cover (Figure 13, Item 2) to gear case cover (Figure 13, Item 1).
31. Tighten four bolts to 14 – 17 ft/lb (18 – 23 Nm).
32. Install belt tensioner. See Install Belt Tensioner task (WP 0073, Remove/Install Battery Charging Alternator Belt).

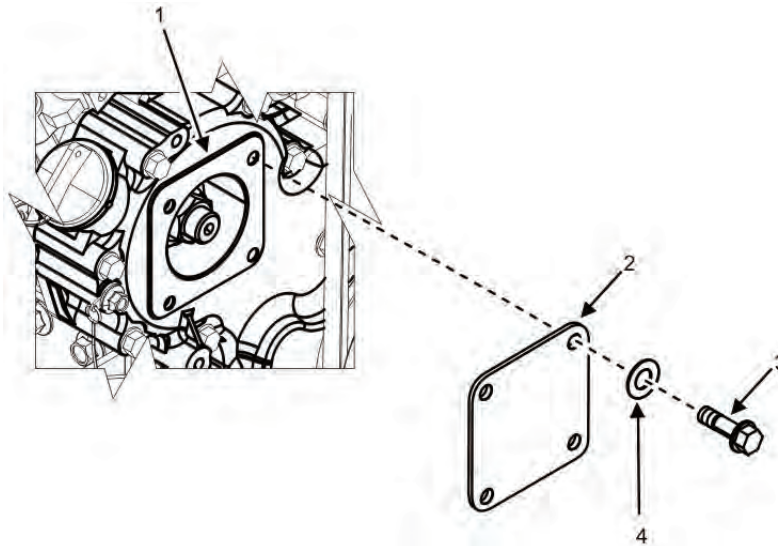
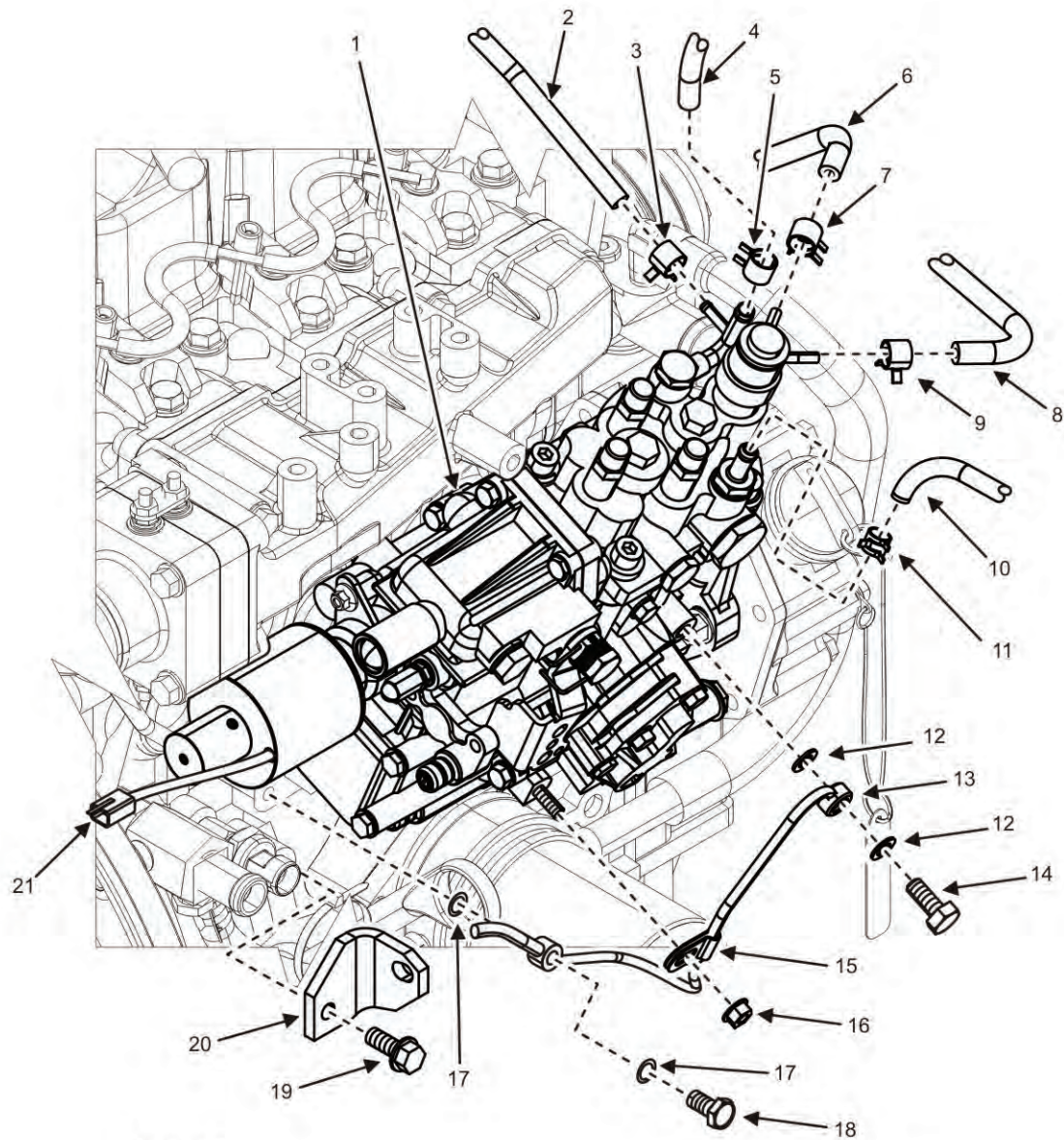


Figure 13. Injection Pump Gear Cover — Installation.

33. Install governor actuator wiring connector (Figure 14, Item 21) to fuel injection pump (Figure 14, item 1).
34. Install temperature switch connector to engine wiring harness (WP 0051, Remove/Install Engine Wiring Harness).
35. Uncap/unplug open end of fuel supply line (Figure 14, Item 10).
36. Attach fuel supply line (Figure 14, Item 10) to fuel injection pump (Figure 14, Item 1).
37. Position tension hose clip (Figure 14, Item 11) on fuel supply line (Figure 14, Item 10).
38. Uncap/unplug open ends of fuel return pipes (Figure 14, Items 2 and 4).
39. Install fuel return pipe (Figure 14, Item 4) to fuel injection pump (Figure 14, Item 1).
40. Install fuel return pipe (Figure 14, Item 2) to fuel injection pump (Figure 14, Item 1).
41. Position tension hose clips (Figure 14, Items 3 and 5) on fuel return pipes (Figure 14, Items 2 and 4).
42. Uncap/unplug open ends of coolant lines.
43. Attach coolant line (Figure 14, Item 8) to fuel injection pump (Figure 14, Item 1).
44. Attach coolant line (Figure 14, Item 6) to fuel injection pump (Figure 14, Item 1).



Legend

- | | |
|------------------------|----------------------|
| 1. Fuel Injection Pump | 12. Sealing Washer |
| 2. Fuel Return Pipe | 13. Lube Oil Line |
| 3. Hose Clip | 14. Pipe Joint Bolt |
| 4. Fuel Return Pipe | 15. Clamp |
| 5. Hose Clip | 16. Nut |
| 6. Coolant Line | 17. Sealing Washer |
| 7. Hose Clip | 18. Pipe Joint Bolt |
| 8. Coolant Line | 19. Bolt |
| 9. Hose Clip | 20. Bracket |
| 10. Fuel Supply Line | 21. Wiring Connector |
| 11. Hose Clip | |

Figure 14. Fuel Injection Pump and Components — Install.

45. Position tension hose clamps (Figure 14, Items 7 and 9) on coolant lines (Figure 14, Items 6 and 8).

46. Install one pipe joint bolt (Figure 14, Item 14) with two new sealing washers (Figure 14, Item 12) securing lube oil line assembly (Figure 14, Item 13) to fuel injection pump (Figure 14, Item 1) and one pipe joint bolt (Figure 14, Item 18) with two new sealing washers (Figure 14, Item 17) securing lube oil line assembly (Figure 14, Item 13) to engine.
47. Install one nut (Figure 14, Item 16) securing clamp (Figure 14, Item 15) holding lube oil line assembly (Figure 14, Item 13) to fuel injection pump (Figure 14, Item 1).
48. Position rear fuel injection jump bracket (Figure 14, Item 20) on fuel injection pump (Figure 14, Item 1) and engine block.
49. Install two bolts (Figure 14, Item 19) to rear fuel injection pump bracket (Figure 14, Item 20) securing fuel injection pump (Figure 14, Item 1) to engine block.
50. Install engine lift eye (not pictured) to torque value of 18 – 21 ft/lb (24 – 29 Nm), if removed.
51. Install intake manifold (WP 0076, Remove/Install Intake Manifold).
52. Install valve cover (WP 0081, Remove/Install Valve Cover).
53. Install exhaust flex pipe and elbow (WP 0077, Remove/Install Muffler).
54. Install fuel injection lines (WP 0068, Remove/Install Fuel Injectors).
55. Install front body panel (WP 0029, Remove/Install Front Body Panel).
56. Purge fuel lines (WP 0040, Service Fuel System).
57. Install top body panel (WP 0028, Remove/Install Top Body Panel).
58. Install battery ground cable (WP 0036, Remove/Install Batteries).
59. Fill radiator with coolant (WP 0021, Service Cooling System).
60. Release air through coolant overflow vent line for 5 minutes before start up (TM 9-6115-750-10).
61. Close right-side door.
62. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
63. Start engine and check for fuel or oil leaks and proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
64. Repair as required.
65. Dispose of soiled rags IAW local SOP.
66. Ensure fuel and oil levels are at proper operating levels (TM 9-6115-750-10).

END OF TASK

Check/Adjust Fuel injector Pump

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open right-side door.
3. Determine fuel injection timing:
 - a. Locate and record fuel injection pump timing index number (Figure 4, Item 1) stamped into boss on engine side of fuel injection pump (Figure 4, Item 2) housing.
 - b. Use number by placing a decimal point between two digits (e.g., 58 = 5.8).
 - c. Record number and label as fuel injection pump timing index number.
 - d. Use number from above to calculate fuel injection timing with formula:
 - (1) Fuel injection timing index number multiplied by two.
 - (2) Result of above plus 2.0.

- (3) Sum equals fuel injection timing number in degrees.
- (4) Record fuel injection timing number in degrees.
- 4. Use dial indicator to position fuel injection pump:
 - a. Remove forward fuel injection pump barrel plug (Figure 15, Item 2), brass packing (Figure 15, Item 4), and O-ring (Figure 15, Item 3).
 - b. Install dial indicator (Figure 15, Item 1) with extension attached and adapter (Figure 15, Item 4) into fuel injection barrel plug pump opening.
 - c. Secure with plunger adapter clamp (Figure 15, Item 5) at approximately midpoint of travel.

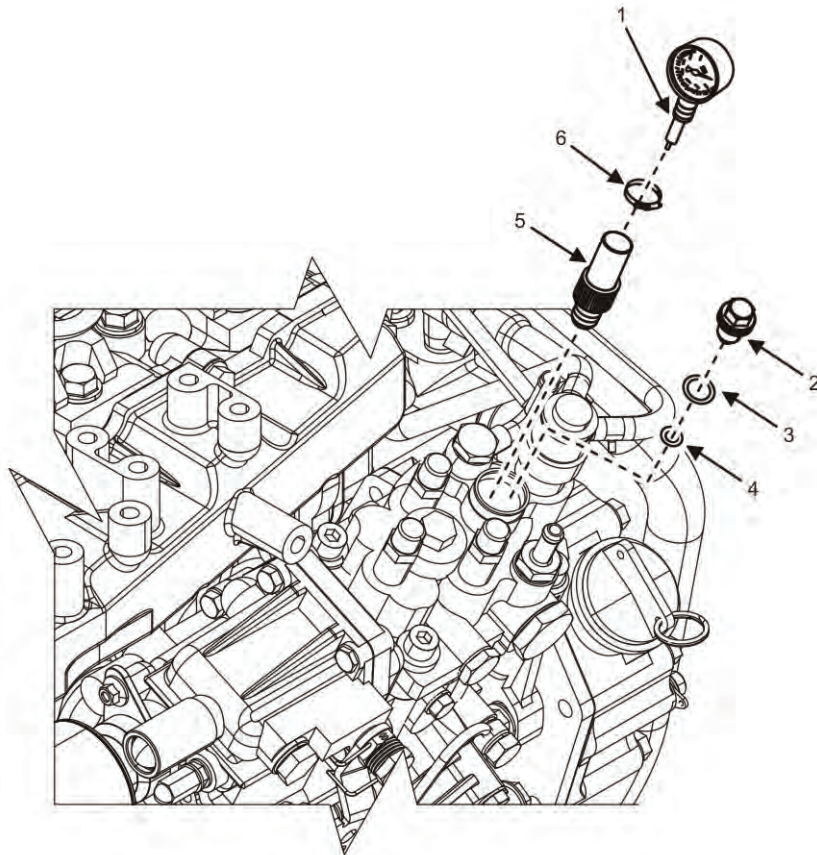


Figure 15. Install Dial.

- d. Use a wrench on harmonic balancer bolt to rotate the crankshaft in a clockwise direction. Look through flywheel inspection port to find timing marks (Figure 16, Items 1).

NOTE

The flywheel will have multiple timing grids based on the number of cylinders (three). Any of the grids can be used to check fuel injection timing.

- e. Continue to rotate harmonic balancer to rotate crankshaft until fuel injection timing marks (Figure 16, Item 1) on flywheel (Figure 16, Item 2) are visible.

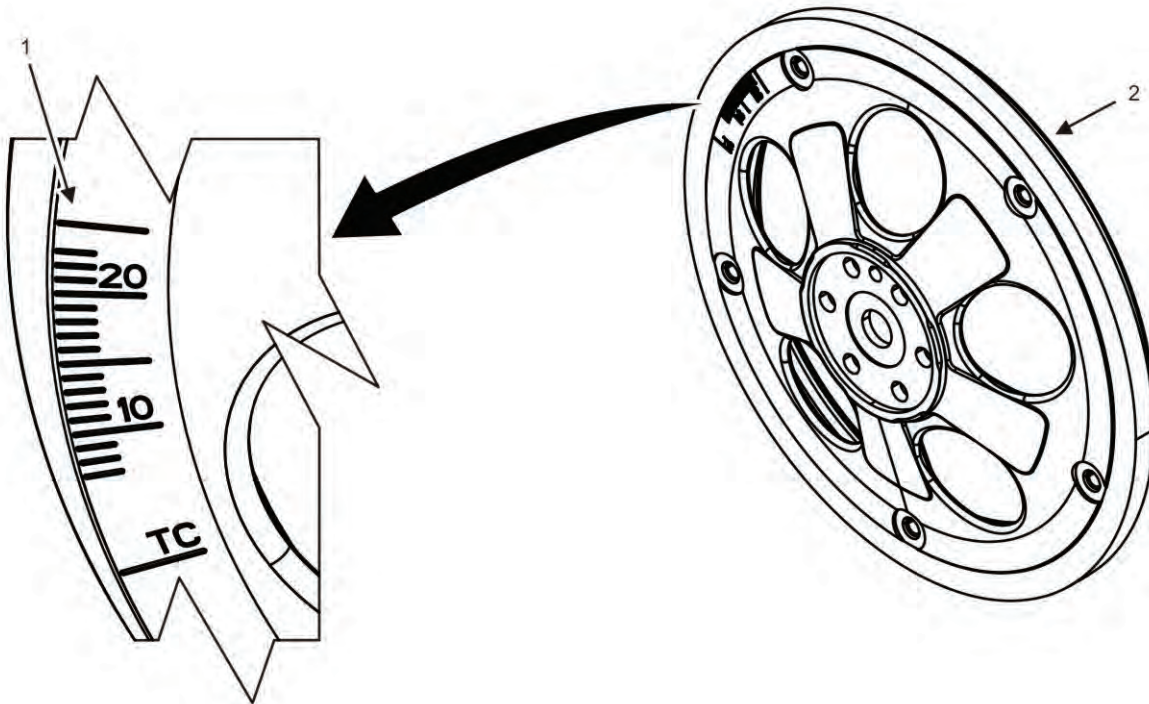


Figure 16. Flywheel Marks.

NOTE

The TDC mark can be identified by the "TC" mark stamped beneath the timing marks (Figure 16, Item 1) on the flywheel (Figure 16, Item 2).

- f. Note location of TDC mark on flywheel.
- g. Find target fuel injection timing mark (based on sum from step 3) on flywheel (Figure 16, Item 2).
- h. Mark/note location of fuel injection timing mark.

NOTE

When movement of dial indicator ceases fuel injection pump plunger is at the bottom of its stroke. Rock crankshaft back and forth slightly to determine that dial indicator is showing no movement.

- i. Rotate harmonic balancer nut counterclockwise until dial indicator (Figure 15, Item 1) shows no movement.
- j. Zero dial indicator (Figure 15, Item 1). Fuel injection pump is at bottom of stroke.
- k. Slowly rotate harmonic balancer nut clockwise until dial indicator (Figure 15, Item 1) shows pump plunger lift of 0.098 in (2.5 mm).
- l. Check position of target fuel injection timing mark (Figure 16, Item 1) on flywheel (Figure 16, Item 2).
- m. Compare with timing reference mark by flywheel inspection port.
- n. Adjust fuel injection timing if two marks are not aligned. Proceed to step 5.
- o. Proceed to step p if two marks are aligned. Fuel injection timing is correct.
- p. Remove dial indicator (Figure 15, Item 1) from adapter (Figure 15, Item 4).
- q. Remove plunger adapter clamp (Figure 15, Item 5) securing adapter (Figure 15, Item 4).
- r. Remove adapter (Figure 15, Item 4) from pump plunger opening.

CAUTION

Take care when installing brass packing (Figure 15, Item 6) to avoid damage. Damage or incorrect installation of the brass packing (Figure 15, Item 6) may result in inoperability of the generator set. Failure to comply will cause damage to equipment.

- s. Install pump barrel plug (Figure 15, Item 2), brass packing (Figure 15, Item 4), and new O-ring (Figure 15, Item 3).
 - t. Tighten pump barrel plug (Figure 15, Item 2) to 22 – 26 ft/lb (30 – 35 Nm).
 - u. Proceed to step 15.
5. Rotate crankshaft until target fuel injection timing mark (Figure 16, Item 1) and timing reference mark by flywheel inspection port are aligned.

CAUTION

Do not rotate the crankshaft during the remainder of this procedure. Failure to comply may cause damage to equipment.

6. Note reading of dial indicator (Figure 15, Item 1):
- a. Fuel injection timing is retarded if reading is less than 0.098 in (2.5 mm).
 - b. Fuel injection timing is advanced if reading is greater than 0.098 in 2.5 mm.

NOTE

Ensure O-ring (Figure 17, Item 1) stays properly seated in mounting location (Figure 17, Item 2) when rotating fuel injection pump.

Engine lift eye may need to be removed to access nut (Figure 17, Item 6) securing fuel injection pump (Figure 17, Item 7) to gear case mounting flange (Figure 17, Item 3).

- 7. Loosen three nuts (Figure 17, Item 6) securing fuel injection pump (Figure 17, Item 7) to gear case mounting flange (Figure 17, Item 3) and studs (Figure 17, Item 4).
- 8. Rotate fuel injection pump (Figure 17, Item 7) slots (Figure 17, Item 5) on studs (Figure 17, Item 4) until dial indicator (Figure 15, Item 1) reads 0.098 in (2.5 mm):

NOTE

When dial indicator reads 0.098 in (2.5 mm) and target fuel injection timing mark and timing reference mark on flywheel remain aligned, fuel injection timing is correct.

- a. Advance injection timing if reading from step 6 is retarded by rotating top of fuel injection pump (Figure 17, Item 7) away from engine block.
- b. Retard injection timing if reading from step 6 is advanced by rotating top of fuel injection pump (Figure 17, Item 7) toward engine block.
- c. Torque fuel injection pump mounting nuts (Figure 17, Item 6) on gear case mounting flange (Figure 17, Item 3) to 17 – 21 ft/lb (23 – 28 Nm).
- d. Remove dial indicator (Figure 15, Item 1) from adapter (Figure 15, Item 4).
- e. Remove plunger adapter clamp (Figure 15, Item 5) securing adapter (Figure 15, Item 4).
- f. Remove adapter (Figure 15, Item 4) from pump plunger opening.
- g. Install pump barrel plug (Figure 15, Item 2) with new O-ring (Figure 15, Item 3).

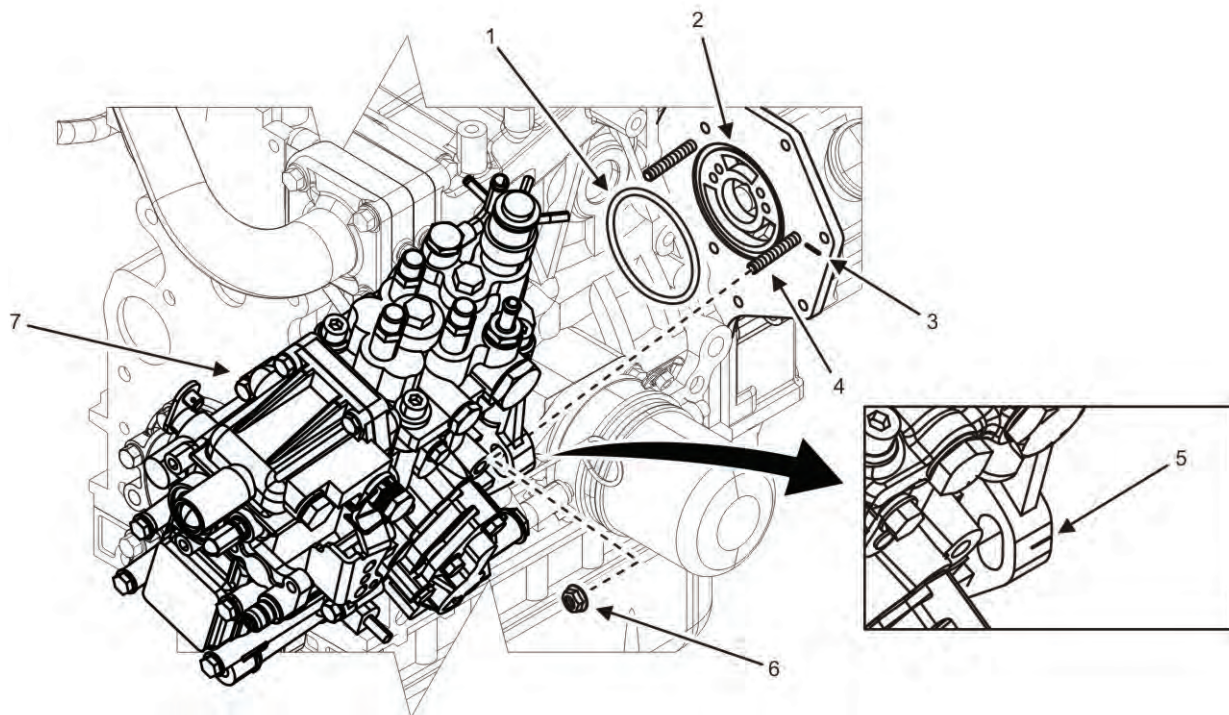


Figure 17. Fuel Injection Pump and Mounting Flange Adjustment.

- h. Tighten pump barrel plug (Figure 15, Item 2) to 22 – 26 ft/lb (30–35 Nm).
- i. Install engine lift eye (not pictured) to torque value of 18 – 21 ft/lb (24 – 29 Nm), if removed.
- 9. Install intake manifold (WP 0076, Remove/Install Intake Manifold).
- 10. Install valve cover (WP 0081, Remove/Install Valve Cover).
- 11. Install fuel injection lines (WP 0068, Remove/Install Fuel Injectors).
- 12. Install front body panel (WP 0029, Remove/Install Front Body Panel).
- 13. Install top body panel (WP 0028, Remove/Install Top Body Panel).
- 14. Fill radiator with coolant (WP 0021, Service Cooling System).
- 15. Install battery ground cable (WP 0036, Remove/Install Batteries).
- 16. Close right-side door.
- 17. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
- 18. Start engine and check for fuel and oil leaks and proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
- 19. Repair as required.
- 20. Dispose of soiled rags IAW local SOP.
- 21. Ensure fuel and oil are at proper operating level (TM 9-6115-750-10).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL WATER PUMP

INITIAL SETUP:**Test Equipment**

Thermometer, Self-Indicating (WP 0162, Table 2, Item 40)

Tools and Special Tools

Hammer, Hand, Soft Face, Dead Blow (WP 0162, Table 2, Item 19)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Gasket, case (WP 0131, Repair Parts List, Figure 31, Item 1)

Gasket 8, round (WP 0131, Figure 31, Item 13)

Gasket, water pump (WP 0131, Figure 31, Item 28)

O-ring (G30) (WP 0131, Figure 31, Item 4)

Plug (M16) (WP 0131, Figure 31, Item 12)

Pump assembly, water (WP 0131, Figure 31, Item 6)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Pan, drain (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9 6115-750-10, WP 0005)

Engine cool

Battery ground cable removed from right-hand battery (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Radiator drained (WP 0021, Service Cooling System)

Radiator hoses removed (WP 0024, Remove/Install Radiator Hose and Tube Assemblies)

Battery-charging alternator belt removed (WP 0073, Remove/Install Battery-Charging Alternator Belt)

Thermostat removed (WP 0071, Remove/Install Thermostat)

REMOVE/INSTALL WATER PUMP AND JOINT**WARNING**

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

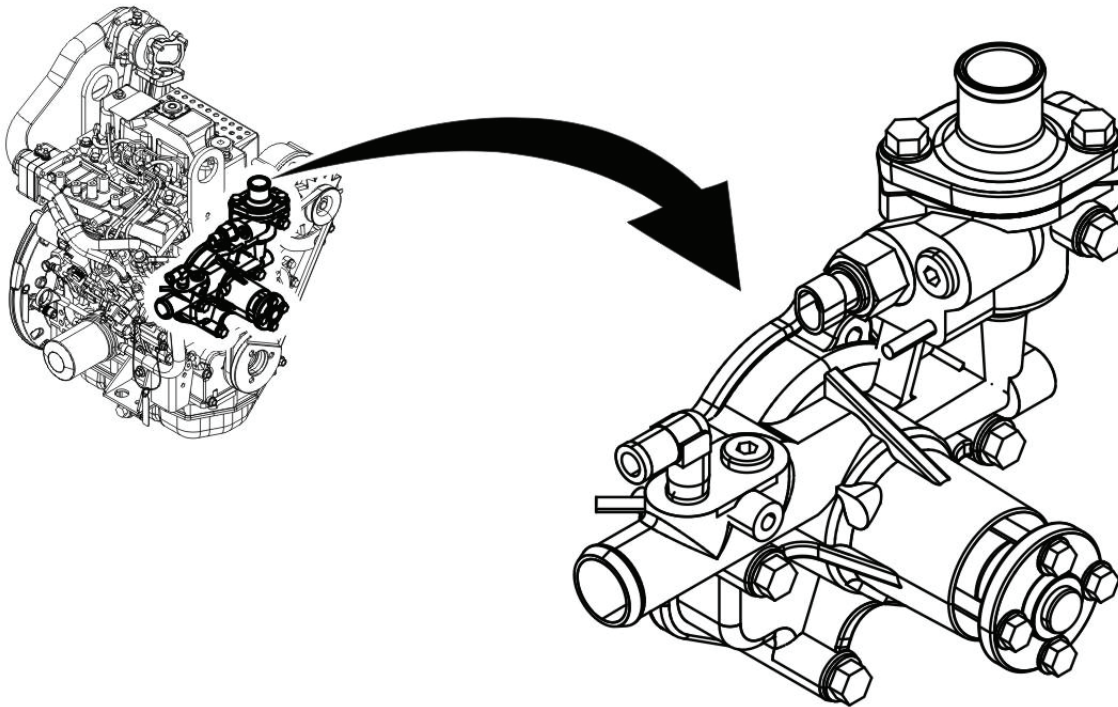
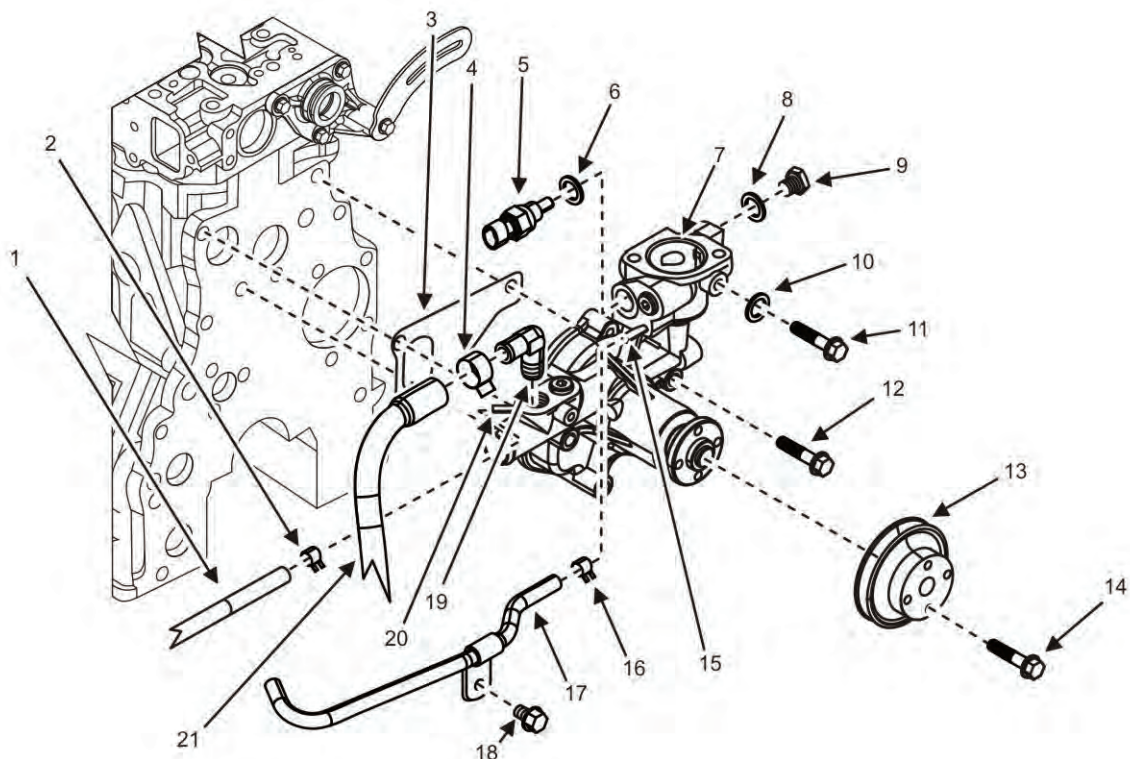
Remove Water Pump

Figure 1. Water Pump — Location.

1. Open right- and left-side doors.
2. Locate water pump (Figure 1).
3. Ensure equipment conditions are met in order presented in initial setup.
4. Cap/plug openings on water pump (Figure 1).
5. Remove pipe bracket bolt (Figure 2, Item 18) securing upper cold start device pipe (Figure 2, Item 17) to water pump (Figure 2, Item 7).



Legend

- | | |
|---------------------------------|----------------------------------|
| 1. Lower Cold Start Device Pipe | 11. Bolt |
| 2. Hose Clip | 12. Bolt (3) |
| 3. Gasket | 13. Water Pump Pulley |
| 4. Hose Clip | 14. Bolt (4) |
| 5. Temperature Switch | 15. Nipple |
| 6. Washer | 16. Hose Clip |
| 7. Water Pump | 17. Upper Cold Start Device Pipe |
| 8. Gasket | 18. Pipe Bracket Bolt |
| 9. Plug | 19. Elbow Fitting |
| 10. Gasket | 20. Nipple |
| | 21. Oil Cooler Return Line |

Figure 2. Water Pump — Removal Detail.

NOTE

Place a drain pan below each hose, the water pump, and the joint as it is detached to catch any residual coolant that leaks out. Clean spilled coolant IAW local SOP. Dispose of coolant and soiled wiping rags IAW local SOP.

6. Loosen hose clip (Figure 2, Item 16) on upper cold start device pipe (Figure 2, Item 17) at water pump nipple (Figure 2, Item 15).
7. Slide hose clip (Figure 2, Item 16) off water pump nipple (Figure 2, Item 15) and leave on upper cold start device pipe (Figure 2, Item 17).
8. Remove upper cold start device pipe (Figure 2, Item 17) from water pump (Figure 2, Item 7). Cap/plug to prevent dirt or debris from entering.
9. Loosen hose clip (Figure 2, Item 4) from oil cooler return line (Figure 2, Item 21) and slide back on oil cooler return line (Figure 2, Item 21).
10. Remove oil cooler return line (Figure 2, Item 21). Cap/plug to prevent dirt or debris from entering.

NOTE

Some water pump components will need to be removed from water pump and set aside for installation on replacement water pump.

11. Remove elbow fitting (Figure 2, Item 19) and save for reuse. Cap/plug opening on water pump (Figure 2, Item 7).
12. Remove bolt (Figure 2, Item 11) and gasket (Figure 2, Item 10) from water pump (Figure 2, Item 7). Save bolt (Figure 2, Item 11) for reuse.
13. Discard gasket (Figure 2, Item 10) and cap/plug opening on water pump (Figure 2, Item 7).
14. Remove plug (Figure 2, Item 9) and gasket (Figure 2, Item 8) from water pump (Figure 2, Item 7). Save plug (Figure 2, Item 9) for reuse.
15. Discard gasket (Figure 2, Item 8) and cap/plug opening on water pump (Figure 2, Item 7).
16. Loosen and slide hose clip (Figure 2, Item 2) back on lower cold start device pipe (Figure 2, Item 1) at water pump nipple (Figure 2, Item 20).
17. Remove lower cold start device pipe (Figure 2, Item 1) from water pump (Figure 2, Item 7). Cap/plug to prevent dirt or debris from entering.
18. Inspect lower cold start device pipe (Figure 2, Item 1) and hose clip (Figure 2, Item 2) for damage or wear and replace as required.
19. Remove four bolts (Figure 2, Item 14) from water pump pulley (Figure 2, Item 13).
20. Remove water pump pulley (Figure 2, Item 13) and set aside for reuse.
21. Disconnect temperature sensor (Figure 2, Item 5) from unit wiring (not shown).
22. Remove temperature sensor (Figure 2, Item 5) from water pump (Figure 2, Item 7).
23. Remove temperature switch sealing washer (Figure 2, Item 6) from water pump (Figure 2, Item 7). Cap/plug opening on water pump.
24. Remove three mounting bolts (Figure 2, Item 12) from water pump (Figure 2, Item 7).

NOTE

The water pump fits over O-ring. Light percussion from rubber mallet will assist with removal of water pump.

25. Remove water pump (Figure 2, Item 7) and place on a suitable work surface.

CAUTION

Do not allow gasket residue to enter cooling system or engine block. Do not damage mounting surface when removing gasket material. Failure to comply will cause damage to equipment.

26. Remove and discard water pump gasket (Figure 2, Item 3) and clean any remaining gasket material using dry cleaning solvent and wiping rags.
27. Cap/plug openings in engine block and water pump (Figure 2, Item 7).

NOTE

Clean spilled solvent IAW local SOP. Dispose of solvent and soiled cloths IAW local SOP.

28. Clean water pump (Figure 2, Item 7) and engine block of any remaining gasket residue using dry cleaning solvent and wiping rags.

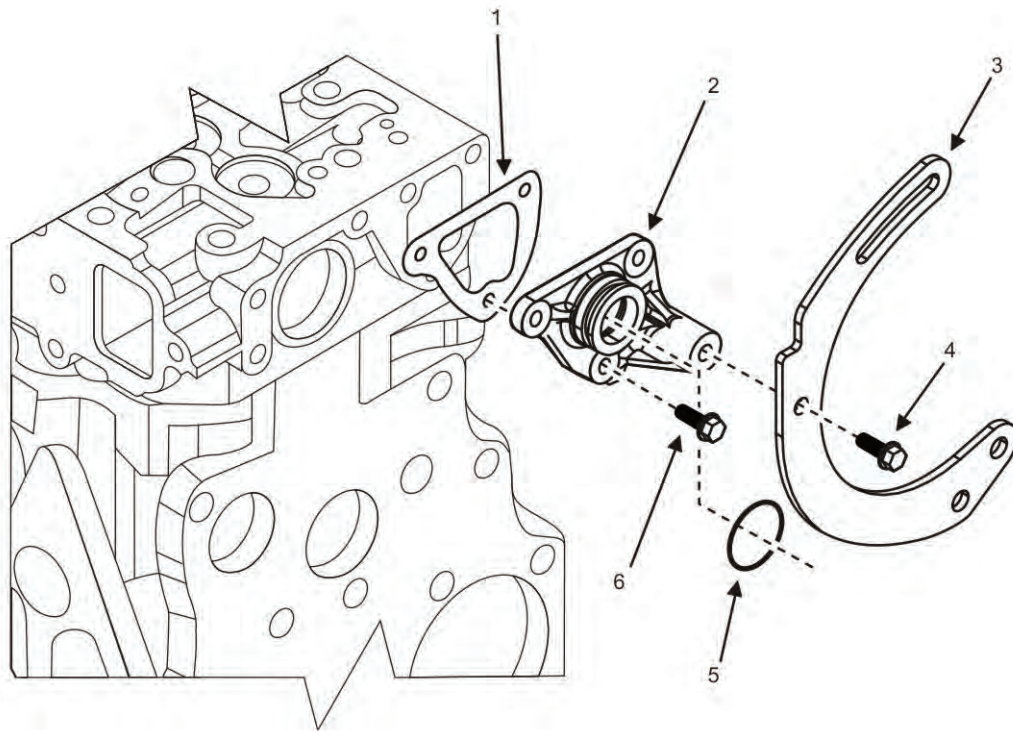


Figure 3. Joint — Removal Detail.

29. Remove bolt (Figure 3, Item 4) from battery-charging alternator bracket (Figure 3, Item 3) on joint (Figure 3, Item 2).
30. Slide battery-charging alternator bracket (Figure 3, Item 3) away from engine to the end of its travel.
31. Remove and discard O-ring (Figure 3, Item 5) from joint (Figure 3, Item 2).
32. Remove three mounting bolts (Figure 3, Item 6) from joint (Figure 3, Item 2).
33. Remove joint (Figure 3, Item 2) and place on suitable work surface.

CAUTION

Do not allow gasket residue to enter cooling system or engine block. Do not damage mounting surface when removing gasket material. Failure to comply may cause damage to equipment.

34. Remove and discard joint gasket (Figure 3, Item 1) and clean any remaining gasket material using dry cleaning solvent and wiping rags.
35. Cap/plug any openings in the engine block and joint (Figure 3, Item 2).

NOTE

Spilled solvent should be cleaned IAW local SOP. Dispose of solvent and soiled cloths IAW local SOP.

36. Clean joint (Figure 3, Item 2) and engine block of any remaining gasket residue using dry cleaning solvent and wiping rags.

END OF TASK

Test Temperature Sensor

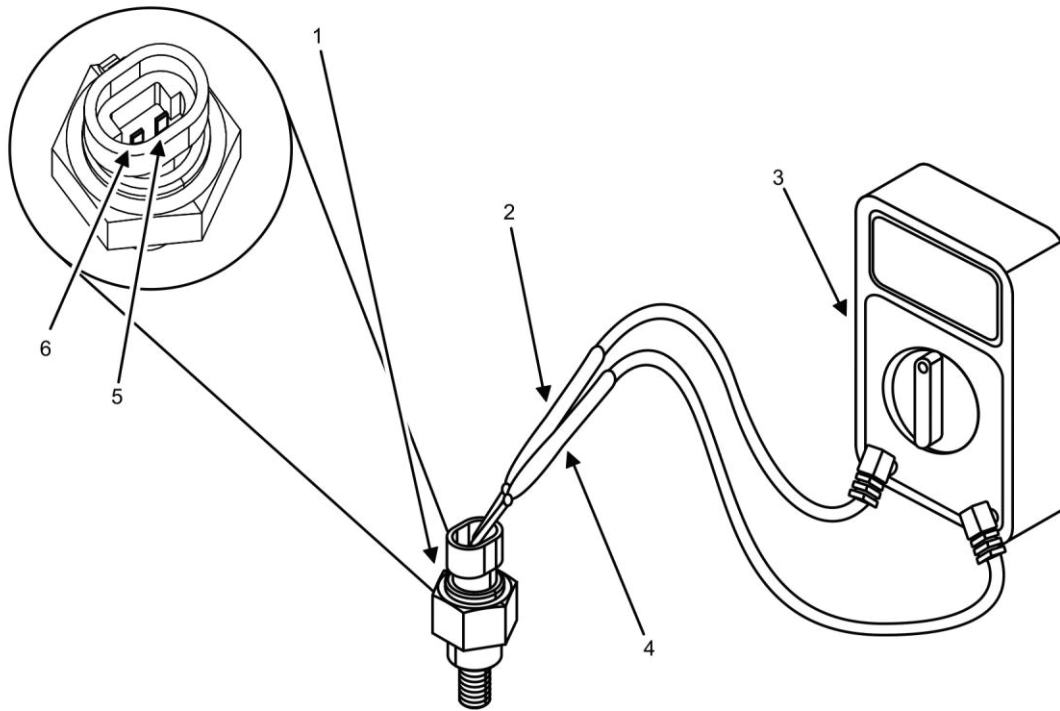


Figure 4. Test Temperature Sensor.

Table 1. Temperature Sensor Resistance.

DEGREES °F (°C)	RESISTANCE (OHMS)	DEGREES (°F)	RESISTANCE (OHMS)
0 (-18)	700	120 (49)	1195
10 (-12)	735	130 (54)	1245
20 (-7)	770	140 (60)	1295
30 (-1)	810	150 (66)	1347
40 (4)	848	160 (71)	1400
50 (10)	887	170 (77)	1455
60 (16)	928	180 (82)	1512
70 (21)	970	190 (88)	1570
80 (27)	1012	200 (93)	1625
90 (32)	1056	210 (99)	1685
100 (38)	1100	220 (104)	1745
110 (43)	1148	230 (110)	1804

WARNING

Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required.

NOTE

Ambient air temperature will need to be determined when temperature sensor is removed from water pump. Use appropriate temperature range in Table 1 when comparing ohm measurement obtained from test.

1. Position temperature sensor (Figure 4, Item 1) on a suitable work surface.
2. Allow five minutes for temperature sensor (Figure 4, Item 1) to reach ambient air temperature.
3. Determine ambient air temperature using a thermometer.
4. Attach one multimeter lead (Figure 4, Item 2) set to ohms to one connector lead (Figure 4, Item 5) of temperature sensor.
5. Attach second multimeter lead (Figure 4, Item 4) to second connector lead (Figure 4, Item 6) of temperature sensor.
6. Record multimeter (Figure 4, Item 3) measurement.
7. Compare multimeter (Figure 4, Item 3) measurement with corresponding ambient air temperature in Table 1.
8. Replace temperature sensor (Figure 4, Item 1) if multimeter (Figure 4, Item 3) measurement does not correspond to Table 1 ohm values.

END OF TASK

Inspect Water Pump and Joint

1. Inspect water pump (Figure 2, Item 7) for cracks and damage.
2. Replace water pump (Figure 2, Item 7) if cracked or damaged.
3. Inspect joint (Figure 3, Item 2) for cracks and damage.
4. Replace joint (Figure 3, Item 2) if cracked or damaged.

END OF TASK

Install Water Pump

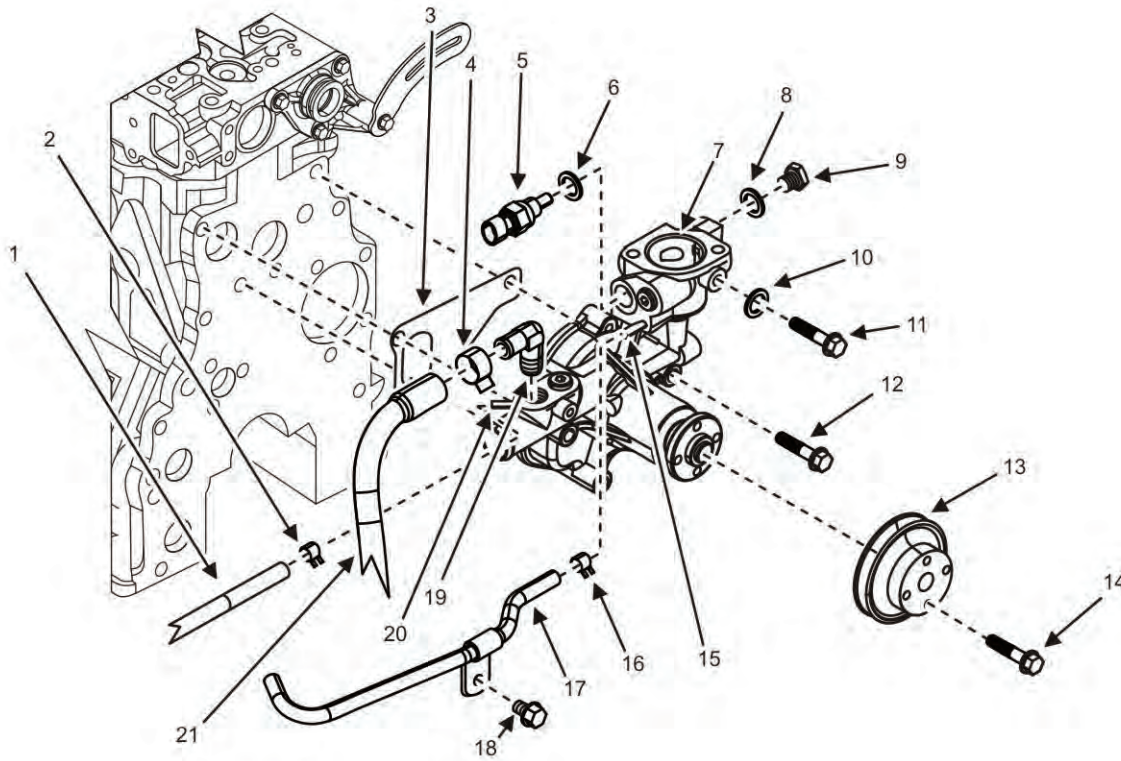
1. Remove caps/plugs from joint (Figure 3, Item 2) and engine block opening.
2. Install new joint gasket (Figure 3, Item 1) on joint (Figure 3, Item 2).
3. Install joint (Figure 3, Item 2) on engine block and secure using three mounting bolts (Figure 3, Item 6).

CAUTION

Joint O-ring should not be substituted with generic O-ring because factory-specified material is different than used on generic O-rings. Failure to comply may cause damage to equipment.

4. Apply light coating of lubricant to new O-ring (Figure 3, Item 5).
5. Install new O-ring (Figure 3, Item 5) on joint (Figure 3, Item 2).

6. Install battery-charging alternator bracket (Figure 3, Item 3) to joint (Figure 3, Item 2) with bolt (Figure 3, Item 4).



Legend

- | | |
|---------------------------------|----------------------------------|
| 1. Lower Cold Start Device Pipe | 11. Bolt |
| 2. Hose Clip | 12. Bolt (3) |
| 3. Gasket | 13. Water Pump Pulley |
| 4. Hose Clip | 14. Bolt (4) |
| 5. Temperature Switch | 15. Nipple |
| 6. Washer | 16. Hose Clip |
| 7. Water Pump | 17. Upper Cold Start Device Pipe |
| 8. Gasket | 18. Pipe Bracket Bolt |
| 9. Plug | 19. Elbow Fitting |
| 10. Gasket | 20. Nipple |
| | 21. Oil Cooler Return Line |

Figure 5. Water Pump — Install Detail.

7. Remove caps/plugs from engine block and water pump (Figure 5, Item 7).
8. Position new gasket (Figure 5, Item 3) on water pump (Figure 5, Item 7).
9. Position water pump (Figure 5, Item 7) on joint (Figure 3, Item 2) and engine block.
10. Press water pump (Figure 5, Item 7) onto joint (Figure 3, Item 2).
11. Secure water pump (Figure 5, Item 7) with three mounting bolts (Figure 5, Item 12).
12. Install new temperature switch sealing washer (Figure 5, Item 6) to water pump (Figure 5, Item 7).
13. Install temperature switch (Figure 5, Item 5) to water pump (Figure 5, Item 7).
14. Attach temperature switch (Figure 5, Item 5) to unit wiring harness (not shown).
15. Install thermostat (WP 0071, Remove/Install Thermostat).
16. Install water pump pulley (Figure 5, Item 13) with four bolts (Figure 5, Item 14). Finger-tighten.

17. Install battery-charging alternator belt (WP 0073 Remove/Install Battery-Charging Alternator Belt).
18. Tighten four bolts (Figure 5, Item 14) using a cross pattern and secure water pump pulley (Figure 5, Item 13).
19. Remove cap/plug from lower cold start device pipe (Figure 5, Item 1) to water pump (Figure 5, Item 7).

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation to aid during leak checks.

20. Attach lower cold start device pipe (Figure 5, Item 1) to water pump (Figure 5, Item 7).
21. Slide hose clip (Figure 5, Item 2) over lower cold start device pipe (Figure 5, Item 1) on water pump nipple (Figure 5, Item 20) on water pump (Figure 5, Item 7).
22. Install bolt (Figure 5, Item 11) and new gasket (Figure 5, Item 10) to water pump (Figure 5, Item 7).
23. Install plug (Figure 5, Item 9) and new gasket (Figure 5, Item 8) to water pump (Figure 5, Item 7).
24. Apply pipe joint compound to elbow fitting (Figure 5, Item 19).
25. Install elbow fitting (Figure 5, Item 19). Turn elbow fitting 1 1/2 turns past finger-tight.
26. Remove cap/plug from oil cooler return line (Figure 5, Item 21).

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation to aid during leak checks.

27. Install oil cooler return line (Figure 5, Item 21) to elbow fitting (Figure 5, Item 19).
28. Slide hose clip (Figure 5, Item 4) over oil cooler return line (Figure 5, Item 21) on elbow fitting (Figure 5, Item 19).
29. Remove cap/plug from upper cold start device pipe (Figure 5, Item 17).

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation to aid during leak checks.

30. Attach upper cold start device pipe (Figure 5, Item 17) to water pump (Figure 5, Item 7).
31. Slide hose clip (Figure 5, Item 16) over water pump nipple (Figure 5, Item 15) on water pump (Figure 5, Item 7).
32. Install pipe bracket bolt (Figure 5, Item 18) to upper cold start device pipe (Figure 5, Item 17).
33. Install radiator hoses (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
34. Fill radiator (WP 0021, Service Cooling System).
35. Install front body panel (WP 0029, Remove/Install Front Body Panel).
36. Install top panel (WP 0028, Remove/Install Top Panel).
37. Install battery ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
38. Close right- and left-side doors.

-
39. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
 40. Start engine and check for leaks and proper operation (TM 9 6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
 41. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL THERMOSTAT

INITIAL SETUP:**Test Equipment**

Thermometer, Self-Indicating (WP 0162, Table 2, Item 40)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Gasket, cover (WP 0130, Repair Parts List, Figure 30, Item 3)

Gasket, thermostat (WP 0130, Figure 30, Item 5)

Thermostat (WP 0130, Figure 30, Item 4)

Antifreeze, ethylene glycol (WP 0162, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, engine cooling system (WP 0163, Item 10)

Cleaning compound, solvent (WP 0163, Item 11)

Detergent, general purpose (WP 0163, Item 17)

Grease, electrically conductive (WP 0163, Item 21)

Pan, drain (WP 0163, Item 29)

Rag, wiping (WP 0163, Item 32)

Sealant (WP 0163, Item 33)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed from right-hand battery (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

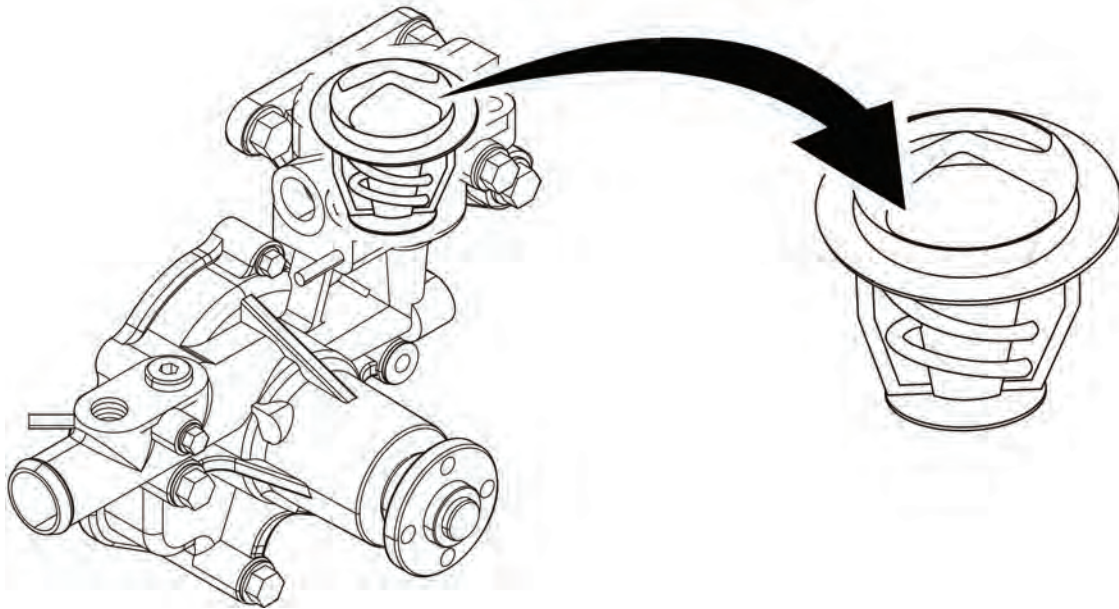
Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Radiator drained (WP 0021, Service Cooling System)

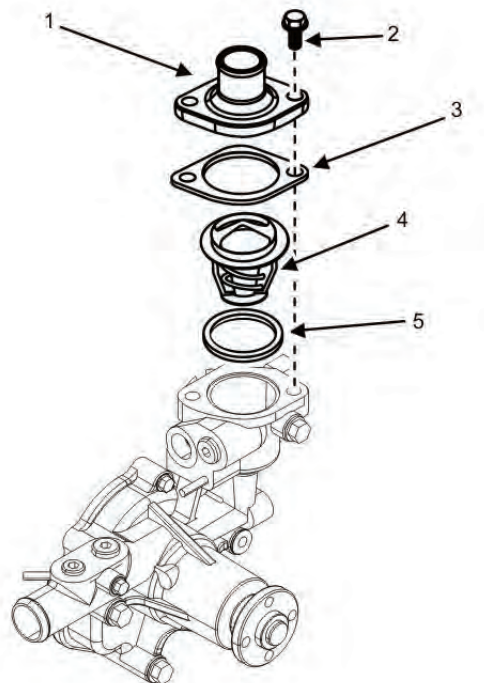
Radiator hoses and clamps removed (WP 0024, Remove/Install Radiator Hose and Tube Assemblies)

REMOVE/INSTALL THERMOSTAT**WARNING**

Cooling system operates at high temperature and pressure. Contact with high-pressure steam and/or liquids can cause burns and scalding. Shut down generator set and allow system to cool before performing checks, services, and maintenance. Wear gloves, additional protective clothing, and goggles as required. Contact with high-pressure steam and/or liquids can cause burns and scalding. Failure to comply may cause injury or death to personnel.

Remove Thermostat**Figure 1. Thermostat — Location.**

1. Open right-side and left-side doors.

**Figure 2. Remove Thermostat — Detail.**

2. Remove two bolts (Figure 2, Item 2) from thermostat housing (Figure 2, Item 1).
3. Remove thermostat housing (Figure 2, Item 1) from thermostat (Figure 1).
4. Remove and discard thermostat housing gasket (Figure 2, Item 3).
5. Remove thermostat (Figure 2, Item 4) and place on a suitable work surface.
6. Remove and discard thermostat gasket (Figure 2, Item 5).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

CAUTION

Do not allow any gasket residue to enter cooling system. Do not damage sealing surface when scraping excess gasket material. Failure to comply may cause damage to equipment.

7. Clean gasket residue from thermostat housing (Figure 2, Item 1) and mounting location on engine using dry cleaning solvent, brush, and wiping rags.

END OF TASK

Test Thermostat

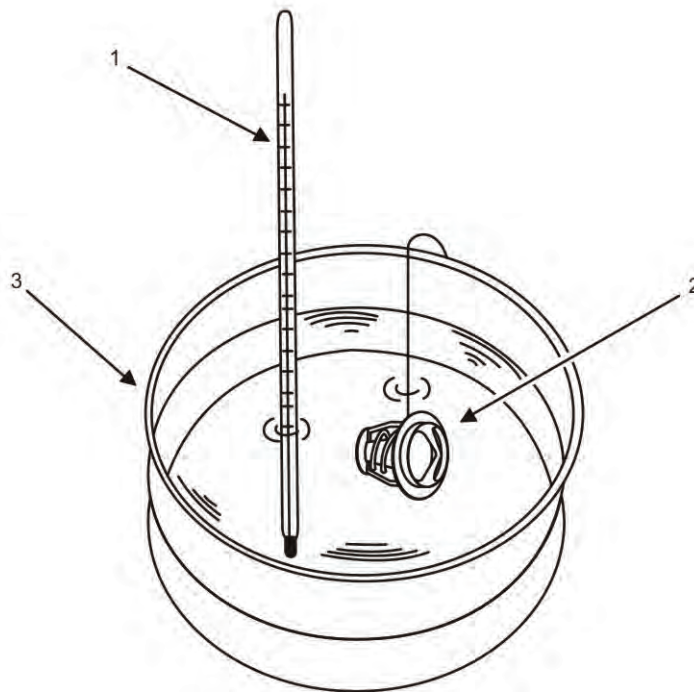


Figure 3. Test Thermostat.

1. Inspect thermostat (Figure 2, Item 4) for obvious signs of damage.
2. Replace thermostat (Figure 2, Item 4) if damaged.

NOTE

Thermostat should begin to open at 179.6°F – 182°F (82°C – 83.3°C). Thermostat should be open when water temperature reaches 195°F (90.5°C).

Ensure thermometer is submerged at least 2 in (5.08 cm) in the water, but not touching bottom of container.

3. Suspend thermostat (Figure 3, Item 2) and an accurate thermometer (Figure 3, Item 1) in a suitable container (Figure 3, Item 3) of water.
4. Apply heat to container (Figure 3, Item 3) gradually using an outside heat source.
5. Note temperature when thermostat (Figure 3, Item 2) begins to open. Thermostat (Figure 3, Item 2) should begin to open at 179.6°F – 182°F (82°C – 83.3°C).
6. Continue to apply heat to container (Figure 3, Item 3).
7. Note temperature when thermostat (Figure 3, Item 2) opens. Thermostat (Figure 3, Item 2) should be open by time water temperature reaches 195°F (90.5°C).
8. Replace thermostat (Figure 3, Item 2) if thermostat (Figure 3, Item 2) does not react IAW either temperature specification.

END OF TASK**Install Thermostat**

1. Position new thermostat gasket (Figure 2, Item 5) on thermostat (Figure 2, Item 4) opening.
2. Position thermostat (Figure 2, Item 4) into opening with spring end of thermostat (Figure 2, Item 4) facing toward bottom of water pump.
3. Position new thermostat housing gasket (Figure 2, Item 3) on thermostat (Figure 2, Item 4). Ensure front marking on thermostat housing gasket (Figure 2, Item 3) is facing coolant inlet port.
4. Install thermostat housing (Figure 2, Item 1) with two bolts (Figure 2, Item 2).
5. Tighten bolts (Figure 2, Item 2) to 16.7 – 21.0 ft/lb (22.6 – 28 Nm).
6. Install radiator hoses and clamps (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
7. Fill radiator (WP 0021, Service Cooling System).
8. Install front body panel (WP 0029, Remove/Install Front Body Panel).
9. Install top panel (WP 0028, Remove/Install Top Body Panel).
10. Reconnect battery ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
11. Close right- and left-side doors.
12. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and check for leaks and proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
14. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL STARTER

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Materials/Parts

Motor, starter, 24 volt (WP 0133, Repair Parts List, Figure 33, Item 1)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

References

WP 0036, Remove/Install Batteries

WP 0061, Remove/Install Relay Panel

WP 0095, General Maintenance

Foldout Pages

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Batteries removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL STARTER

Remove Starter

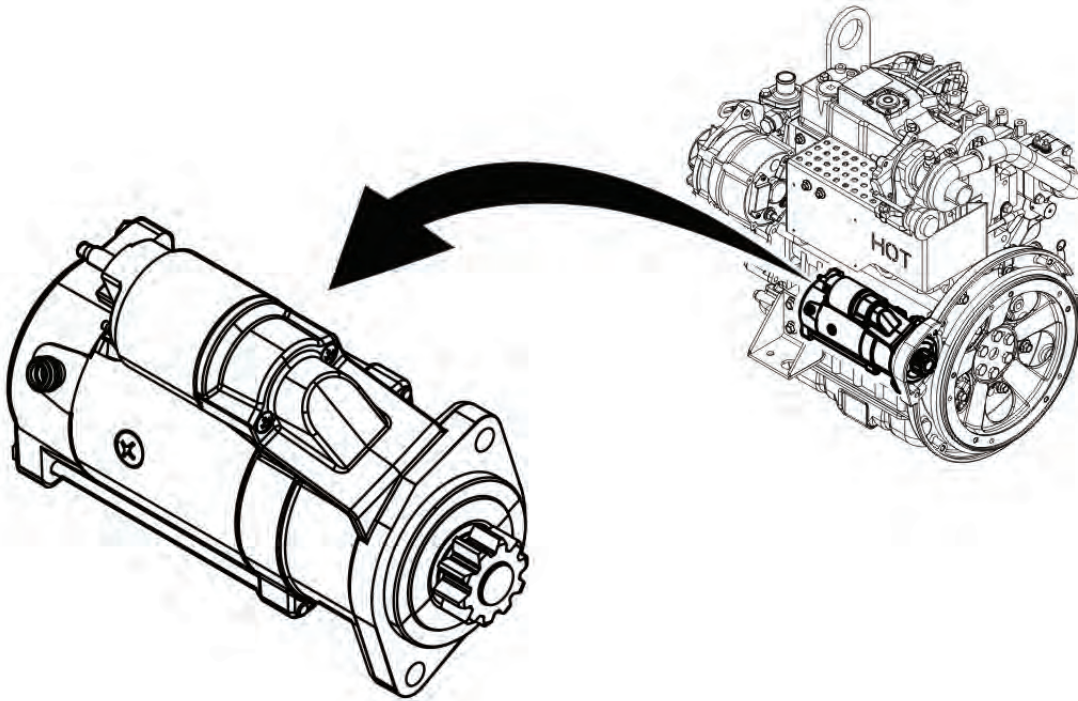


Figure 1. Starter Assembly — Location.

WARNING

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting the main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

High voltage is produced when the AMMPS 10 kW generator set is in operation. Ensure unit is completely shut down and free of any power source. Ensure engine control and DEAD CRANK switches are set to OFF, unit ground cable is disconnected from negative terminal, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on the unit. Failure to comply may cause injury or death to personnel.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left-side door and locate starter (Figure 1).
3. Tag or mark all electrical wires and connectors prior to removal to aid at installation.
4. Remove lower starter mounting nut (Figure 2, Item 17) from lower starter mounting stud (Figure 2, Item 10).
5. Remove two black grounding wires (Figure 2, Items 14 and 15) from lower starter mounting stud (Figure 2, Item 10).
6. Remove white wire (Figure 2, Item 13) from lower starter mounting stud (Figure 2, Item 10).
7. Remove braided ground strap (Figure 2, Item 12) from lower starter mounting stud (Figure 2, Item 10).
8. Remove a second nut (Figure 2, Item 11) from lower starter mounting stud (Figure 2, Item 10) securing starter (Figure 2, Item 9) to engine.

-
9. Re-position boot (Figure 2, Item 1) attached to positive black wire (Figure 2, Item 3) to expose mounting nut (Figure 2, Item 2) on upper solenoid stud (Figure 2, Item 5).
 10. Remove mounting nut (Figure 2, Item 2) from upper solenoid stud (Figure 2, Item 5).
 11. Remove positive black wire (Figure 2, Item 3) from upper solenoid stud (Figure 2, Item 5).
 12. Remove white wire (Figure 2, Item 4) from upper solenoid stud (Figure 2, Item 5).
 13. Re-position boot (Figure 2, Item 20) attached to white wire (Figure 2, Item 18) to expose mounting nut (Figure 2, Item 19) on lower solenoid stud (Figure 2, Item 8).
 14. Remove boot (Figure 2, Item 20) from lower solenoid stud (Figure 2, Item 8) of starter solenoid (Figure 2, Item 6) to expose mounting nut (Figure 2, Item 19).
 15. Remove mounting nut (Figure 2, Item 19) and lock washer (not shown) from lower solenoid stud (Figure 2, Item 8).

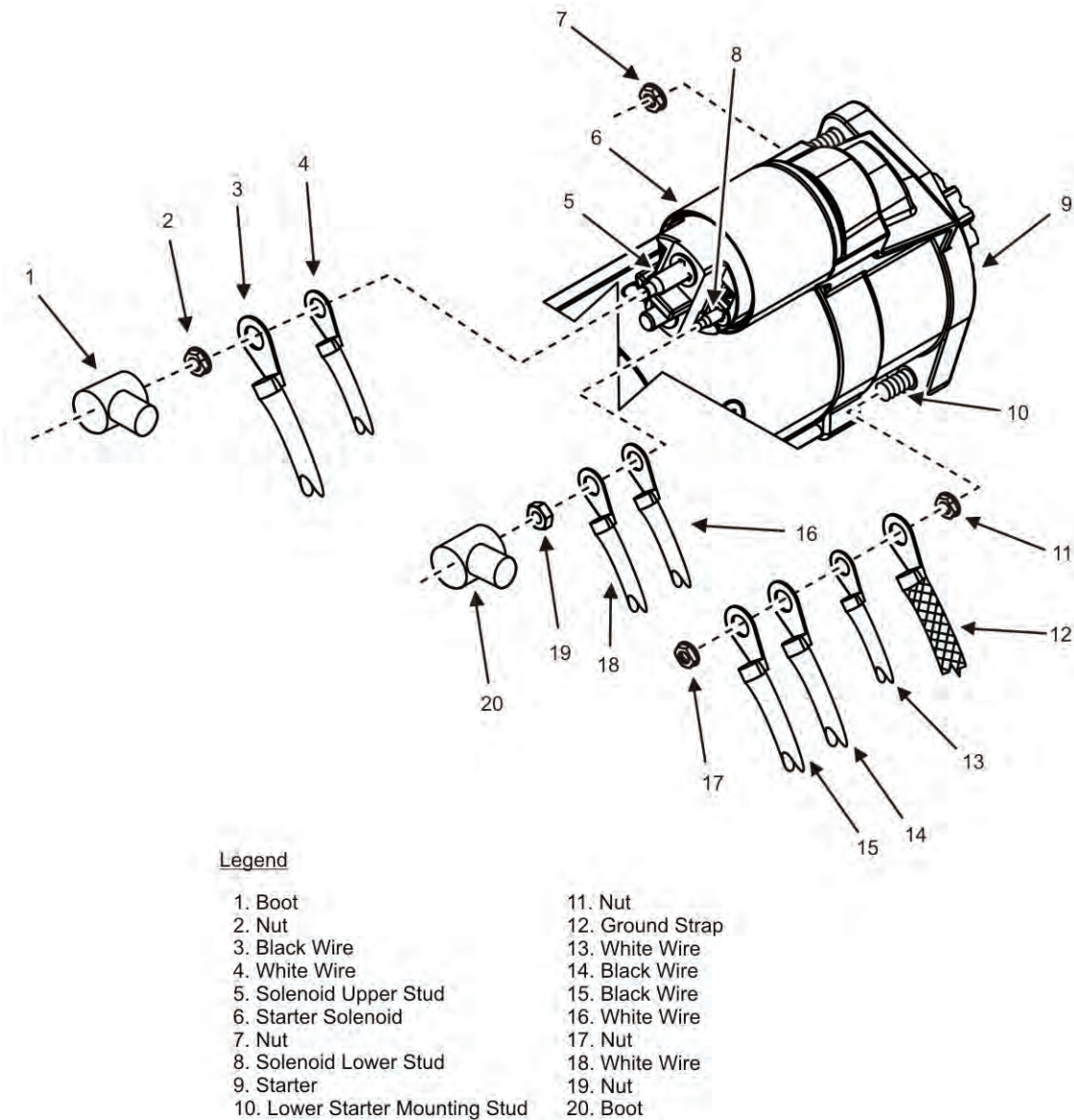


Figure 2. Starter Assembly — Removal.

16. Remove two white wires (Figure 2, Items 16 and 18) from lower solenoid stud (Figure 2, Item 8).
17. Support starter (Figure 2, Item 9) from underneath.
18. Remove upper starter mounting nut (Figure 2, Item 7) from mounting stud (not pictured).
19. Remove starter (Figure 2, Item 9) from engine and generator set.
20. Place starter (Figure 2, Item 9) on a suitable work surface.

END OF TASK

Inspect Starter

1. Inspect all wires and connectors for damage, fraying, or corrosion.
2. Replace any damaged wires or connectors (WP 0095, General Maintenance).
3. Inspect starter (Figure 2, Item 9) for signs of obvious damage.
4. Replace damaged starter (Figure 2, Item 9).
5. Inspect two mounting studs (Figure 2, Item 10) for damaged threads, excessive wear, or corrosion.
6. Replace two mounting studs (Figure 2, Item 10) if damaged, excessively worn, or corroded.

END OF TASK**Install Starter**

1. Open left-side generator set door.
2. Position starter (Figure 2, Item 9) on two mounting studs (Figure 2, Item 10) on exhaust-side of engine.
3. Install upper starter mounting nut (Figure 2, Item 7) to upper starter mounting stud (not pictured) on housing. Finger-tighten.
4. Install lower starter mounting nut (Figure 2, Item 11) to lower starter mounting stud (Figure 2, Item 10). Finger-tighten.
5. Torque upper and lower starter mounting nuts (Figure 2, Items 7 and 11) to 38 – 42 ft/lb (47 – 57 Nm).

NOTE

Use tags and markings applied during removal as guides at installation. Leave tags and markings in place until installation is complete and generator set is operating properly.

6. Install two white wires (Figure 2, Items 16 and 18) to lower solenoid stud (Figure 2, Item 8) using tags and markings applied at removal as a guide.
7. Install mounting nut (Figure 2, Item 19) and boot (Figure 2, Item 20) to lower solenoid stud (Figure 2, Item 8).
8. Install white wire (Figure 2, Item 4) to upper solenoid stud (Figure 2, Item 5) using tags and markings applied at removal as a guide.
9. Install positive black wire (Figure 2, Item 3) to upper solenoid stud (Figure 2, Item 5) using tags and markings applied at removal as a guide.
10. Install mounting nut (Figure 2, Item 2) and boot (Figure 2, Item 1) to upper solenoid stud (Figure 2, Item 5).
11. Install braided ground strap (Figure 2, Item 12) to lower starter mounting stud (Figure 2, Item 10) using tags and markings applied at removal as a guide.
12. Install one white ground wire (Figure 2, Item 13) and two black ground wires (Figure 2, Items 14 and 15) to lower starter mounting stud (Figure 2, Item 10) using tags and markings applied at removal as a guide.
13. Install lower starter mounting nut (Figure 2, Item 17) to secure braided ground strap (Figure 2, Item 12) and ground wires (Figure 2, Items 13, 14, and 15) to lower starter mounting stud (Figure 2, Item 10).
14. Install batteries (WP 0036, Remove/Install Batteries).
15. Close left-side door.
16. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).

17. Start engine and check for proper operation (TM 9 6115-750-10).
18. Repair as required.

END OF TASK

Test Starter

1. Ensure engine control switch is OFF (TM 9-6115-750-10) and engine is cool.
2. Open left-side door.
3. Locate starter on exhaust-side of engine (Figure 1).

NOTE

When DCS indicates batteries are charged but unit will not crank, check for battery current at starter solenoid (Figure 2, Item 6).

4. Check white wire (Figure 2, Item 18) at lower solenoid stud (Figure 2, Item 8) for approximately 24 volts (not less than 20.0 VDC) by attaching the positive lead of the multimeter to white wire (Figure 2, Item 18) and the negative lead to mounting stud (Figure 2, Item 10) while assistant operates the DEAD CRANK SWITCH (TM 9-6115-750-10).
5. Turn DEAD CRANK SWITCH to CRANK with help from assistant. Watch for rotation of the harmonic balancer at the front of the engine indicating the starter is operational.
6. Listen for clicking and spinning sounds at starter solenoid (Figure 2, Item 6) when DEAD CRANK SWITCH is in the CRANK position and engine does not crank.

NOTE

When starter diode wire is tested, the multimeter should indicate a high resistance in one direction and a low resistance with the leads reversed. If the diode is shorted, the multimeter will indicate approximately zero resistance with the multimeter leads in either direction. If the diode is open, the multimeter will indicate infinite resistance or greater than 100,000 Ω with the multimeter leads in either direction. If starter diode wire is found to be defective by way of a short during the test in step 7, relays K11 and K10 must be checked in relay panel for proper function (WP 0061, Remove/Install Relay Panel).

7. Using a multimeter set to test Ω (WP 0095, General Maintenance), check starter diode wire (Foldout Pages) for proper resistance if clicking and spinning sounds are not heard at starter solenoid (Figure 2, Item 6) in step 6. Replace diode wire as required.
8. Replace starter (Figure 2, Item 9) if clicking and spinning sounds are not heard at starter solenoid (Figure 2, Item 6) and starter diode wire is not defective.
9. Close left-side door.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL BATTERY-CHARGING ALTERNATOR BELT

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Belt, VEE Drive 1/2 inch X 40-1/8 IN (WP 0132, Repair Parts List, Figure 32, Item 7)

Grease, electrically conductive (WP 0163, Expendable and Durable Items List, Item 21)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch turned OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Front access panel removed (WP 0029, Remove/Install Front Body Panel)

REMOVE/INSTALL BATTERY-CHARGING ALTERNATOR BELT

Remove Battery-Charging Alternator Belt**WARNING**

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate battery-charging alternator belt (Figure 1).
3. Loosen upper battery-charging alternator mounting screw (Figure 2, Item 2) that secures battery-charging alternator (Figure 2, Item 1) to upper mounting bracket (Figure 2, Item 3).
4. Loosen lower alternator mounting nut (Figure 2, Item 5) to allow alternator to move forward.
5. Slide battery-charging alternator belt (Figure 2, Item 7) from battery-charging alternator pulley (Figure 2, Item 4).
6. Remove battery-charging alternator belt (Figure 2, Item 7) from other pulleys and from unit.
7. Apply moderate force to push battery-charging alternator (Figure 2, Item 1) toward engine to create slack in battery-charging alternator belt (Figure 2, Item 7).

END OF TASK

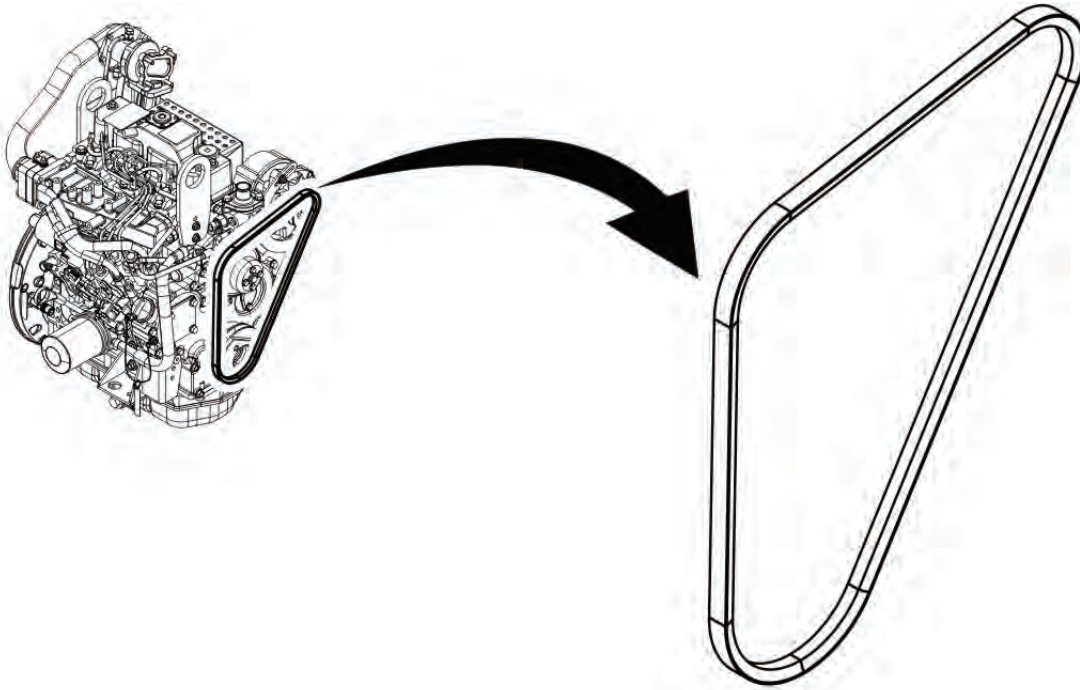
Inspect Battery-Charging Alternator Belt, Belt Tensioner, and Components

Figure 1. Battery-Charging Alternator Belt — Location.

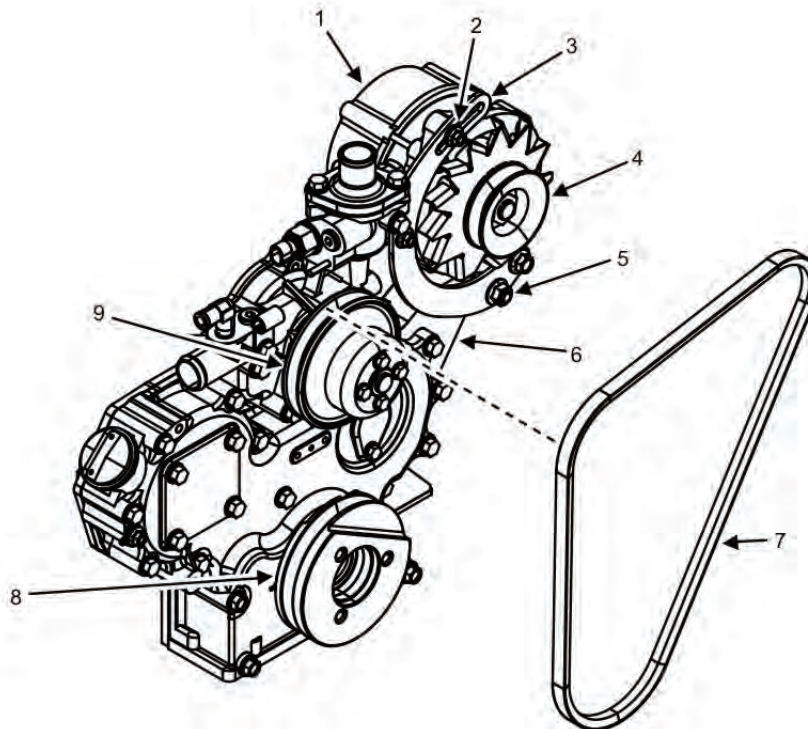


Figure 2. Battery-Charging Alternator Belt — Removal.

1. Inspect water pump pulley (Figure 2, Item 9) and crankshaft pulley (Figure 2, Item 8), for damage. Replace components as required.

2. Inspect battery-charging alternator (Figure 2, Item 1) for damage. Replace as required (WP 0074, Remove/Install Battery-Charging Alternator Assembly).
3. Inspect battery-charging alternator belt (Figure 2, Item 7) for wear, cracks, or damage. Replace as required.

END OF TASK

Install Battery-Charging Alternator Belt

1. Position battery-charging alternator belt (Figure 2, Item 7) around crankshaft pulley (Figure 2, Item 8), water pump pulley (Figure 2, Item 9), and battery-charging alternator pulley (Figure 2, Item 4). Be sure "V" shape of battery-charging alternator belt (Figure 2, Item 7) seats inside the groove of each pulley.

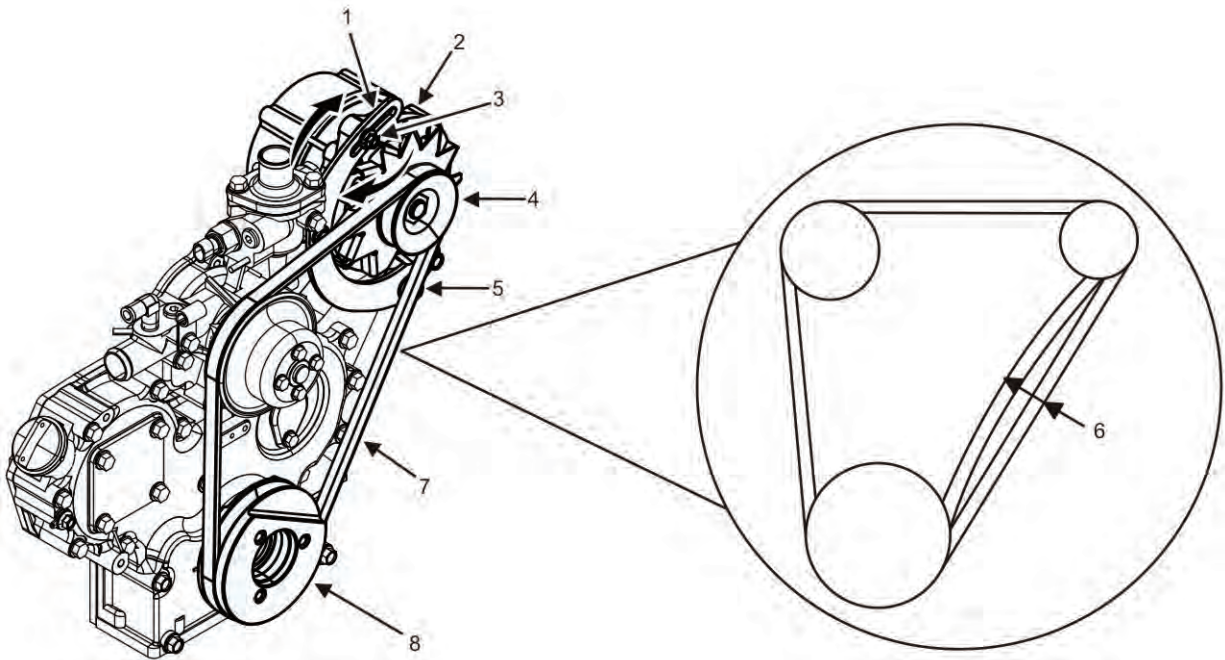


Figure 3. Adjust Battery-Charging Alternator Belt.

2. Pull battery-charging alternator (Figure 3, Item 2) away from engine until battery-charging alternator belt (Figure 3, Item 7) appears to be tight.
3. Tighten upper battery-charging alternator mounting screw (Figure 3, Item 3) to lock battery-charging alternator (Figure 3, Item 2) in position.

NOTE

Instructions are given for checking belt deflection between the battery-charging alternator and the harmonic balancer pulley. Belt deflection can also be checked between the water pump and battery-charging alternator.

4. Apply moderate pressure to center of battery-charging alternator belt (Figure 3, Item 7) between battery-charging alternator pulley (Figure 3, Item 4) and harmonic balancer (Figure 3, Item 8) to deflect battery-charging alternator belt (Figure 3, Item 7) inward.
5. Check belt deflection (Figure 3, Item 6) with machinist's rule and compare belt deflection (Figure 3, Item 6) with values in Table 1. A used belt is defined as one that has been on a running engine for 5 minutes or more.

Table 1. Belt Deflection.

DEFLECTION CHECK POSITION	NEW BELT DEFLECTION	USED BELT DEFLECTION
Between battery-charging alternator and crankshaft	0.31 – 0.44 inches (in) (8 – 12 millimeters (mm))	0.37 – 0.50 in (10 – 14 mm)
Between water pump and battery-charging alternator	0.19 – 0.31 in (5 – 8 mm)	0.25 – 0.37 in (7 – 10 mm)
Between water pump and crankshaft	0.25 – 0.44 in (7 – 11 mm)	0.31 – 0.50 in (9 – 13 mm)

NOTE

Belt adjustment is not necessary if belt deflection is within specification.

6. Adjust battery-charging alternator belt deflection (Figure 3, Item 6) if belt deflection (Figure 3, Item 6) is outside of specification.
7. Loosen upper battery-charging alternator mounting screw (Figure 3, Item 3) from mounting bracket (Figure 3, Item 1).

CAUTION

When adjusting battery-charging alternator belt tension, apply pressure to battery-charging alternator housing when prying. Do not pry on battery-charging alternator pulley. Prying on battery-charging alternator pulley may cause damage to the battery-charging alternator. Failure to comply may cause damage to equipment.

8. Loosen lower alternator mounting bolt (Figure 3, Item 5).
9. Adjust belt deflection (Figure 3, Item 6) by pulling battery-charging alternator (Figure 3, Item 2) utilizing large screwdriver or pry bar away from engine until belt deflection (Figure 3, Item 6) is within specification.
10. Tighten lower battery-charging alternator mounting bolt (Figure 3, Item 5) to lock battery-charging alternator (Figure 3, Item 2) in position.
11. Tighten upper battery-charging alternator mounting screw (Figure 3, Item 3) to lock battery-charging alternator (Figure 3, Item 2) in position.
12. Repeat steps 4 through 11 to check belt deflection (Figure 3, Item 6) until proper tension is achieved.
13. Torque lower mounting nut (Figure 3, Item 5) to 35 – 42 ft/lb (47 – 57 Nm).
14. Torque upper mounting screw (Figure 3, Item 3) to 18 – 21 ft/lb (24 – 29 Nm).
15. Install front access panel (WP 0029, Remove/Install Front Body Panel).
16. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
17. Start engine (TM 9-6115-750-10).
18. Check for proper operation.
19. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL BATTERY-CHARGING ALTERNATOR ASSEMBLY

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Alternator, battery-charging (WP 0132, Repair Parts List, Figure 32, Item 2)

Brush, battery terminal (WP 0163, Expendable and Durable Items List, Item 7)

Grease, electrically conductive (WP 0163, Item 21)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

References

WP 0018, Repair DCS

WP 0095, General Maintenance

Foldout pages

Equipment Conditions

Engine control switch turned OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Left-side body panel removed (WP 0031, Remove/Install Left-Side Body Panel)

Battery-charging alternator belt removed (WP 0073, Remove/Install Battery-Charging Alternator Belt)

REMOVE/INSTALL BATTERY-CHARGING ALTERNATOR ASSEMBLY**Test Battery-Charging Alternator Assembly****WARNING**

When operating, AMMPS generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Exhaust discharge contains deadly gases, including carbon monoxide. Exhaust gases are most dangerous in places with poor ventilation. Do not operate generator set in an enclosed area unless exhaust discharge is properly vented. Failure to comply may cause injury or death to personnel.

NOTE

This test is not necessary if you are removing the battery-charging alternator for access to other components.

1. Open left-side door.

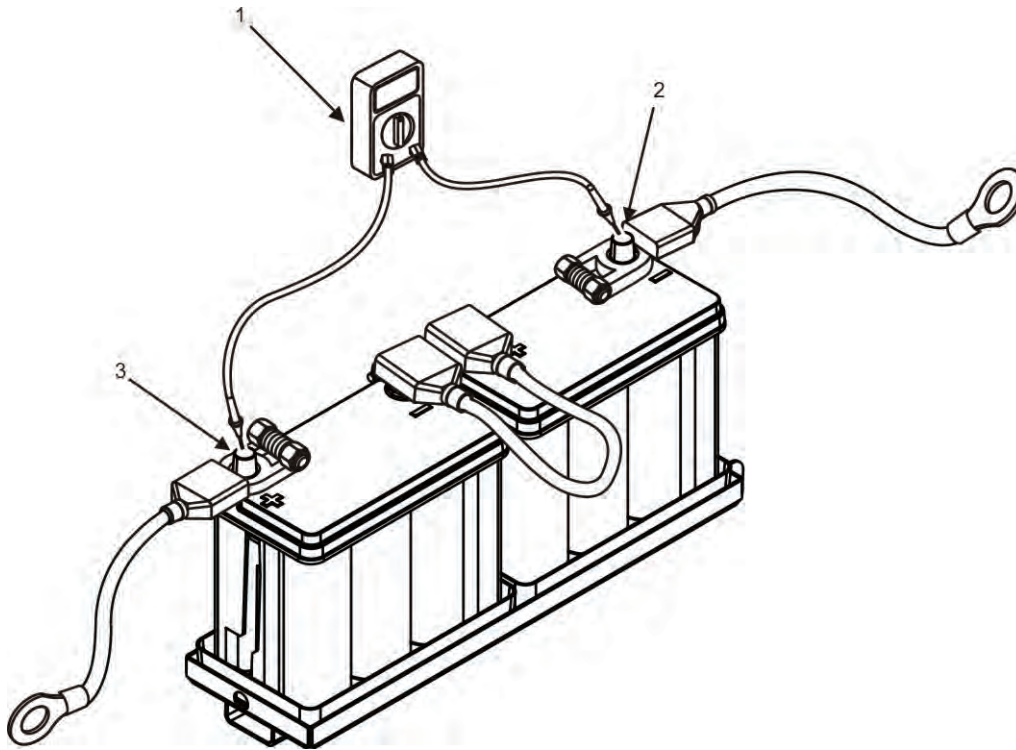


Figure 1. Test Battery-Charging Alternator.

2. Set the multimeter (Figure 1, Item 1) to measure VDC.
3. Attach multimeter (Figure 1, Item 1) to right-side battery negative terminal (Figure 1, Item 2) and left-side battery positive terminal (Figure 1, Item 3).
4. Record voltage reading displayed on the multimeter (Figure 1, Item 1).
5. Ensure battery ground cable is installed (WP 0036, Remove/Install Batteries).
6. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
7. Start generator set (TM 9-6115-750-10).
8. Attach multimeter leads to power electrical wire (Figure 3, Item 9) stud B+ (Figure 3, Item 10) and ground stud B- (Figure 3, Item 2) on battery-charging alternator (Figure 3, Item 1).

NOTE

If voltage at battery-charging alternator (Figure 3, Item 1) with engine operating is not between 26 and 31 VDC range, the battery-charging alternator (Figure 3, Item 1) or field flash electrical wire (Figure 3, Item 7) may be defective. If voltage at battery-charging alternator (Figure 3, Item 1) is within 26 and 31 VDC range, wiring to starter (not shown) can be tested to confirm proper operation (see step 16).

9. Record voltage reading. Proceed to step 10 if voltage is not within 26 to 31 VDC range or proceed to step 16 if voltage is within 26 to 31 VDC range.

10. Shut down generator set (TM 9-6115-750-10).
11. Remove field flash electrical wire (P2-P) (Figure 3, Item 7) and connect multimeter leads from field flash electrical wire (Figure 3, Item 7) to ground stud B- (Figure 3, Item 2).
12. Use an assistant to start generator set (TM 9-6115-750-10).

CAUTION

Be sure to observe multimeter display throughout entire starting and running of generator set to obtain an accurate reading. Full field flash voltage reading should be observed within 30 seconds of starting. Failure to comply may cause damage to equipment.

NOTE

If voltage reading obtained in step 13 is the same $\pm 5\%$ as battery voltage reading obtained in step 4, battery-charging alternator (Figure 3, Item 1) is receiving proper field flash signal from DCS. If voltage reading obtained in step 13 is not the same $\pm 5\%$ as battery voltage reading obtained in step 4, field flash electrical wire (Figure 3, Item 7) or DCS may be malfunctioning. See WP 0095, General Maintenance and Foldout Pages to check field flash electrical wire (Figure 3, Item 7) and see WP 0018, Repair DCS to check DCS.

13. Record voltage reading and compare to reading obtained in step 4.
14. Shut down generator set (TM 9-6115-750-10).
15. Replace battery-charging alternator (Figure 3, Item 1) if voltage recorded in step 9 is outside 26 to 31 VDC range but field flash electrical wire (Figure 3, Item 7) voltage in step 13 is the same as battery voltage (step 5).
16. Attach multimeter (Figure 1, Item 1) to right-side battery negative terminal (Figure 1, Item 2) and left-side battery positive terminal (Figure 1, Item 3).
17. Start generator set (TM 9-6115-750-10).
18. Record voltage reading displayed on the multimeter (Figure 1, Item 1).
19. Shut down generator set (TM 9-6115-750-10).
20. Test and replace wiring as required (WP 0095 and Foldout Pages) if voltage reading in step 18 does not match voltage reading $\pm 5\%$ obtained in step 9.
21. Remove multimeter (Figure 1, Item 1) from battery terminals.
22. Remove battery ground cable (WP 0036, Remove/Install Batteries).
23. Close left-side door.

END OF TASK

Remove Battery-Charging Alternator Assembly

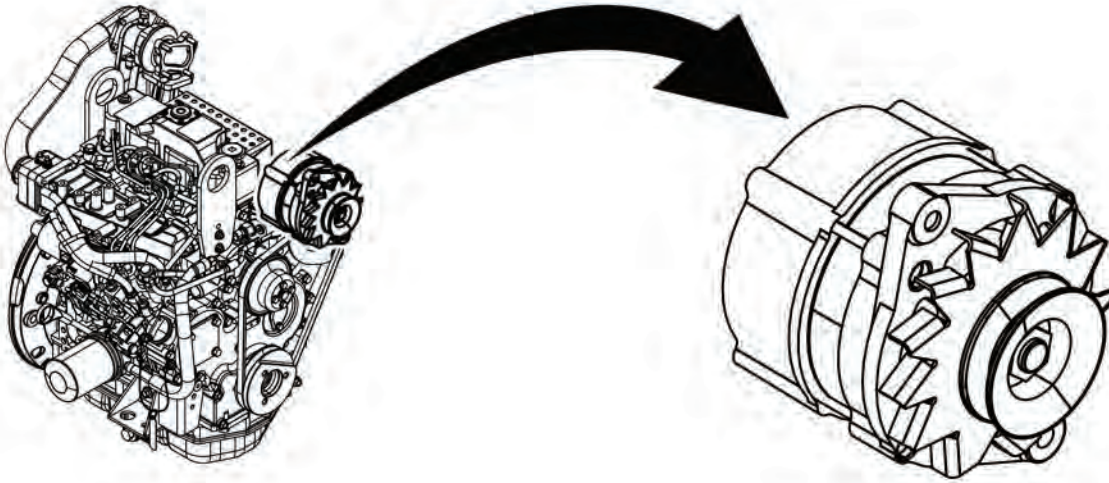


Figure 2. Battery-Charging Alternator — Location.

WARNING

The right-hand battery negative lead that connects directly to the grounding stud must be disconnected prior to disconnecting or removing batteries. Follow procedural steps in exact order given for removal and installation. Failure to comply may cause injury or death to personnel.

NOTE

To aid installation, tag and identify all electrical wires and connectors prior to removal.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left-side door.
3. Locate battery-charging alternator assembly (Figure 2).

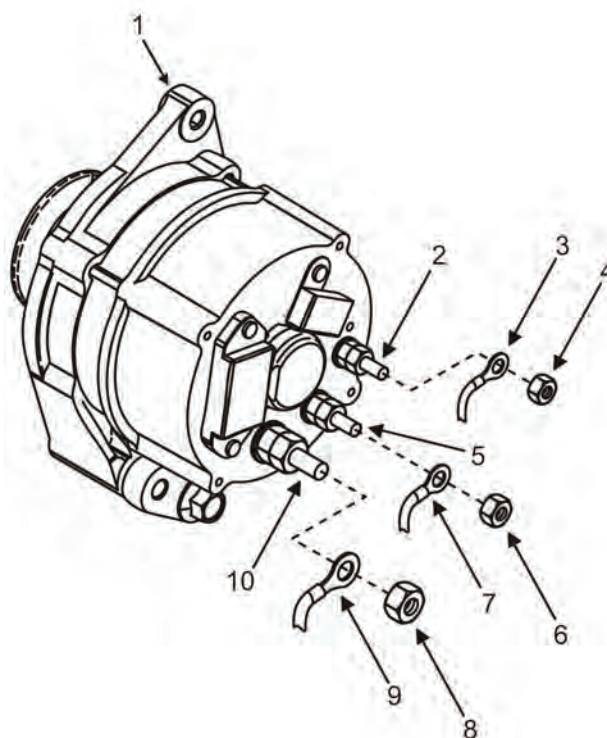


Figure 3. Battery-Charging Alternator Assembly — Wiring.

4. Remove boot (not shown) to expose stud B+ (Figure 3, Item 10) on rear of battery-charging alternator (Figure 3, Item 1).
5. Remove nut (Figure 3, Item 8), washer (not shown), and electrical wire (Figure 3, Item 9) securing to stud B+ (Figure 3, Item 10).
6. Remove boot (not shown) to expose stud D+ (Figure 3, Item 5) on rear of battery-charging alternator (Figure 3, Item 1).
7. Remove nut (Figure 3, Item 6) and lock washer (not shown) securing electrical wire (Figure 3, Item 7) to stud D+ (Figure 3, Item 5).
8. Remove boot (not shown) to expose stud B- (Figure 3, Item 2) on rear of battery-charging alternator (Figure 3, Item 1).
9. Remove nut (Figure 3, Item 4) and lock washer (not shown) securing electrical wire (Figure 3, Item 3) to stud B- (Figure 3, Item 2).
10. Remove screw (Figure 4, Item 7) that secures battery-charging alternator (Figure 4, Item 2) to mounting bracket (Figure 4, Item 1).
11. Remove screw (Figure 4, Item 5) from battery-charging alternator (Figure 4, Item 2).
12. Support battery-charging alternator (Figure 4, Item 2) from below.
13. Remove screw (Figure 4, Item 6) and nut (Figure 4, Item 3) that secures spacer (Figure 4, Item 4) and battery-charging alternator (Figure 4, Item 2) to mounting bracket (Figure 4, Item 1).
14. Remove battery-charging alternator (Figure 4, Item 2) from mounting bracket (Figure 4, Item 1) and place on a suitable work surface.

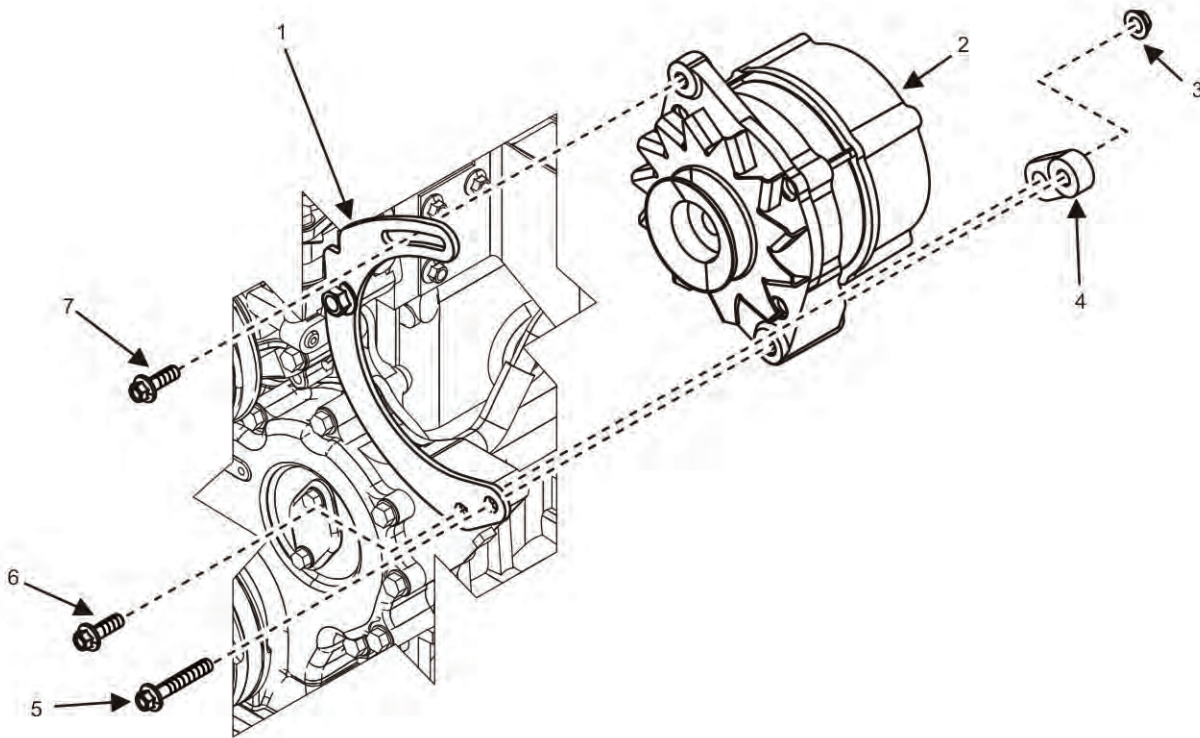


Figure 4. Battery-Charging Alternator Assembly — Removal.

END OF TASK

Inspect Battery-Charging Alternator Assembly

1. Inspect battery-charging alternator (Figure 4, Item 2) for signs of obvious damage.
2. Replace damaged battery-charging alternator (Figure 4, Item 2).
3. Inspect mounting bracket (Figure 4, Items 1) for signs of obvious damage.
4. Replace damaged mounting bracket (Figure 4, Item 1) as required. Otherwise, save mounting bracket (Figure 4, Item 1) for reuse.

END OF TASK

Install Battery-Charging Alternator Assembly

NOTE

At installation, remove tags from wires and connectors.

1. Position battery-charging alternator (Figure 4, Item 2) to mounting location on exhaust side of engine.
2. Support battery-charging alternator (Figure 4, Item 2) from below.
3. Align mounting holes in mounting bracket (Figure 4, Item 1) and spacer (Figure 4, Item 4).
4. Secure spacer (Figure 4, Item 4) to mounting bracket (Figure 4, Item 1) by installing screw (Figure 4, Item 6) and nut (Figure 4, Item 3) finger-tight.

-
5. Align mounting holes in mounting bracket (Figure 4, Item 1), spacer (Figure 4, Item 4), and battery-charging alternator (Figure 4, Item 2).
 6. Install and tighten screw (Figure 4, Item 5) to secure mounting bracket (Figure 4, Item 1), spacer (Figure 4, Item 4), and battery-charging alternator (Figure 4, Item 2).
 7. Secure battery-charging alternator (Figure 4, Item 2) to mounting bracket (Figure 4, Item 1) by installing screw (Figure 4, Item 7) finger-tight.
 8. Torque nut (Figure 4, Item 3) to 35 – 42 ft/lb (47 – 57 Nm).
 9. Install electrical wire (Figure 3, Item 3) and lock washer (not shown) to stud B- (Figure 3, Item 2) at rear of battery-charging alternator (Figure 3, Item 1), and secure by installing nut (Figure 3, Item 4).
 10. Position boot (not shown) over stud B- (Figure 3, Item 2).
 11. Install electrical wire (Figure 3, Item 7) and lock washer (not shown) to stud D+ (Figure 3, Item 5) at rear of battery-charging alternator (Figure 3, Item 1), and secure by installing nut (Figure 3, Item 6).
 12. Position boot (not shown) over stud D+ (Figure 3, Item 5).
 13. Install electrical wire (Figure 3, Item 9) and washer (not shown) to stud B+ (Figure 3, Item 10) at rear of battery-charging alternator (Figure 3, Item 1), and secure by installing nut (Figure 3, Item 8).
 14. Position boot (not shown) over stud B+ (Figure 3, Item 10).
 15. Install battery-charging alternator belt (WP 0073, Remove/Install Battery-Charging Alternator Belt).
 16. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
 17. Start engine and check for proper operation (TM 9 6115-750-10).
 18. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL INTAKE AIR HEATERS

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Gasket, air heater (WP 0140, Repair Parts List, Figure 40, Item 6)

Gasket, air heater (WP 0140, Figure 40, Item 8)

Heater, air (WP 0140, Figure 40, Item 5)

Heating element (WP 0140, Figure 40, Item 7)

Cap set, protective (WP 0163, Expendable Durable Items List, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Grease, electrically conductive (WP 0163, Item 21)

Rag, wiping (3) (WP 0163, Item 32)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL INTAKE AIR HEATERS**Remove Intake Air Heaters****WARNING**

When operating, AMMPS generator set has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow heater to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

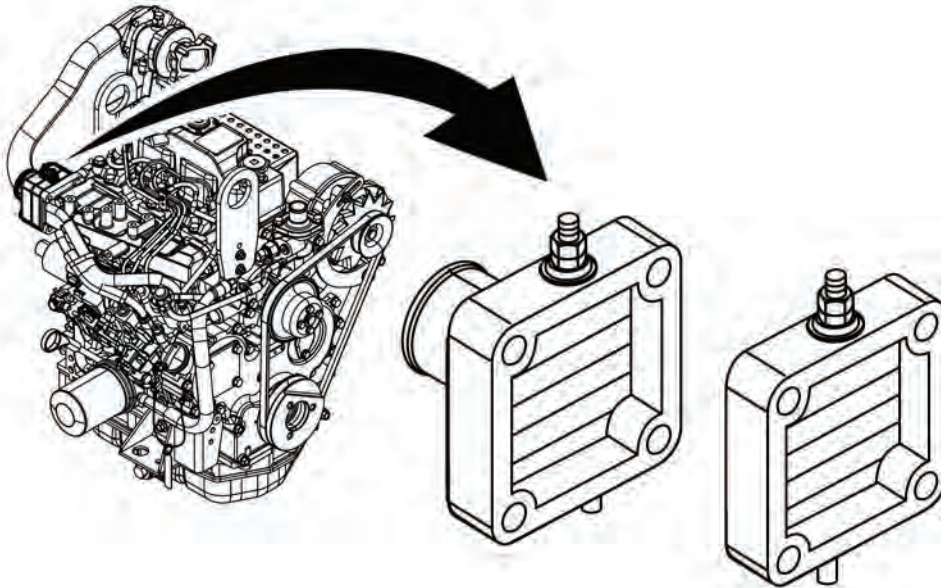


Figure 1. Air Heater — Location.

1. Ensure equipment conditions are met in the order presented in initial setup.
2. Open right-side door and locate air heaters (Figure 1).
3. Locate air intake hose (Figure 2, Item 1) to air heater (Figure 2, Item 11).
4. Loosen and slide back hose clamp (Figure 2, Item 13) on air intake hose (Figure 2, Item 1).
5. Remove air intake hose (Figure 2, Item 1) from air heater (Figure 2, Item 11). Cap/plug opening in air intake hose (Figure 2, Item 1).
6. Inspect air intake hose (Figure 2, Item 1) and hose clamp (Figure 2, Item 13) for any signs of damage, and replace as required.
7. Remove nuts (Figure 2, Item 2) and lock washers (Figure 2, Item 3) from electrical wires (Figure 2, Items 9 and 10) on air heaters (Figure 2, Items 6 and 11). Discard lock washers (Figure 2, Item 3).
8. Remove electrical wires (Figure 2, Items 9 and 10) from air heater (Figure 2, Items 6 and 11) terminals.
9. Remove two nuts (Figure 2, Item 2) and two lock washers (Figure 2, Item 3) from series (bus) bar (Figure 2, Item 4) on air heater (Figure 2, Item 6 and 11) terminals. Discard lock washers (Figure 2, Item 3).
10. Remove series (bus) bar (Figure 2, Item 4).
11. Loosen four bolts (Figure 2, Item 12) securing air heaters (Figure 2, Items 6 and 11) to intake manifold (Figure 2, Item 7).
12. Remove four bolts (Figure 2, Item 12), air heaters (Figure 2, Items 6 and 11), and gaskets (Figure 2, Items 5 and 8) from intake manifold (Figure 2, Item 7). Discard gaskets (Figure 2, Items 5 and 8).

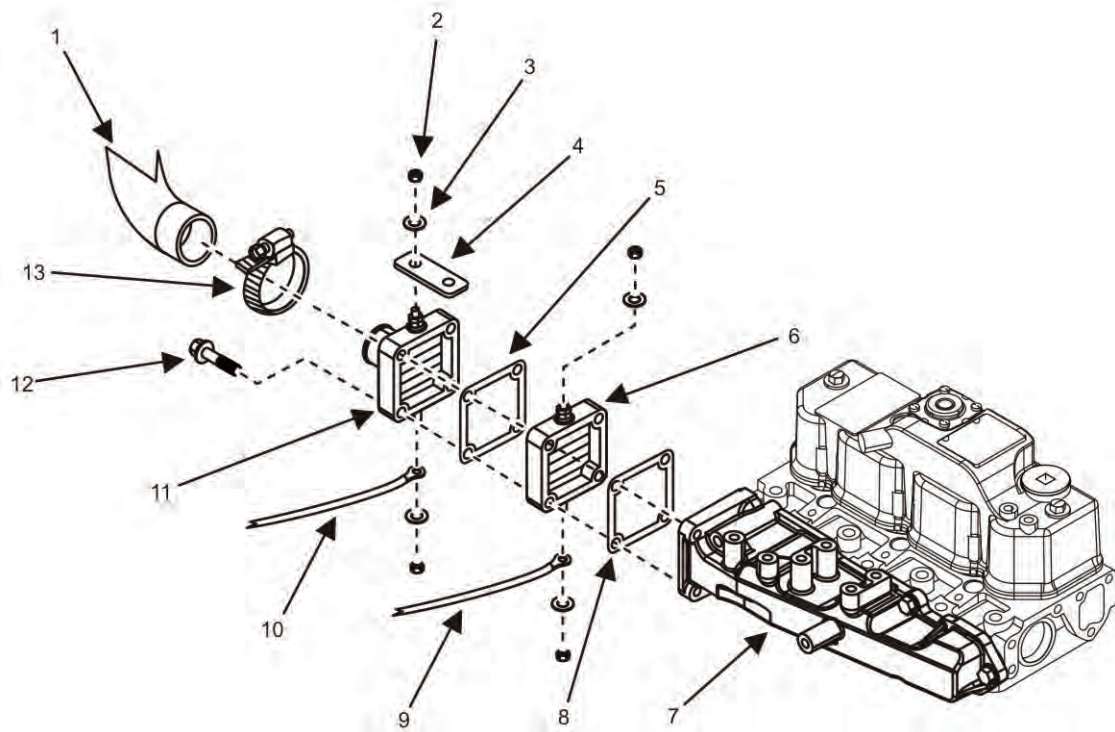


Figure 2. Air Heater Assembly — Removal.

13. Place air heaters (Figure 2, Items 6 and 11) on suitable work surface.

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

CAUTION

Do not allow gasket residue to enter intake manifold (Figure 2, Item 7). Do not damage mounting surface when removing gasket material. Failure to comply will cause damage to equipment.

14. Remove residual gasket material from mounting surfaces of air heaters (Figure 2, Items 6 and 11) and intake manifold (Figure 2, Item 7) using dry cleaning solvent and wiping rags.
15. Cap/plug opening in intake manifold (Figure 2, Item 7).

END OF TASK

Inspect Air Heaters

1. Inspect air heaters (Figure 2, Items 6 and 11) for dirt, debris, or any blockage.
2. Remove dirt, debris, or any blockage from air heaters (Figure 2, Items 6 and 11).
3. Inspect air heaters (Figure 2, Items 6 and 11) for any damage or missing parts.
4. Replace air heaters (Figure 2, Items 6 and 11) if any damage is found.
5. Inspect air heater (Figure 2, Items 6 and 11) terminals for any damage.

6. Replace air heaters (Figure 2, Items 6 and 11) if terminal damage is found.
7. Inspect air heater (Figure 2, Items 6 and 11) terminal hardware for signs of damage or loose hardware.
8. Replace air heater (Figure 2, Items 6 and 11) if hardware is damaged or missing. Tighten hardware as required.

END OF TASK

Test Air Heaters

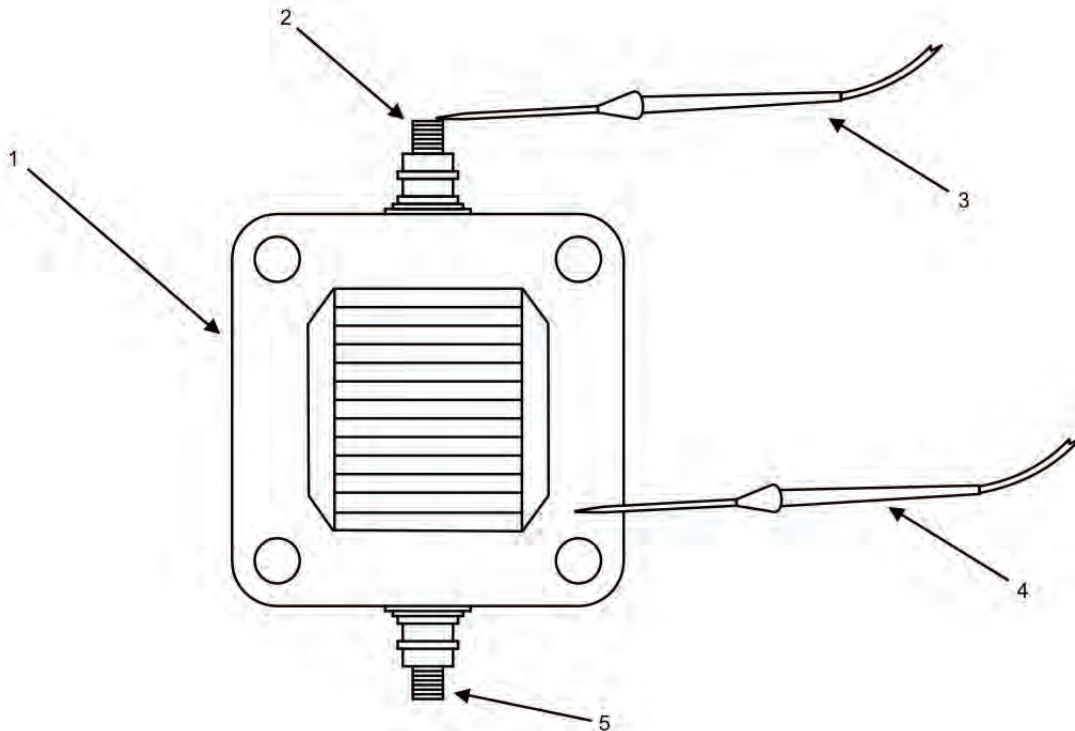


Figure 3. Air Heater — Test.

NOTE

Air heaters are designed to activate when engine temperature is 21° – 25°F (-6° – -32°C). When heaters are activated, the absence of voltage at the heaters indicates a fault within the 24-VDC electrical system.

An open circuit between the air heater terminals (Figure 3, Items 2 and 5) will be indicated by a resistance value of infinity. A value of zero Ohms between the metal frame of the heater and air heater terminal (Figure 3, Items 2 and 5) will indicate a short to ground. A continuity test with a multimeter selected for Ohms scale may be performed with air heater(s) (Figure 3, Items 1) installed or removed. Electrical wire (Figure 2, Items 9 and 10) must be removed to do test.

1. Remove battery ground cable from right-hand battery (WP 0036, Remove/Install Batteries) if batteries not already disconnected.
2. Open right-side door if air heaters (Figure 3, Item 1) will be tested while installed.

NOTE

Ensure multimeter has been properly calibrated. When testing, allow reading on multimeter to stabilize before recording value. A closed or complete circuit of an operable heater will display a resistance value of 0.1 – 1.0 Ohms.

3. Use a multimeter selected for Ohms scale to measure resistance between two air heater terminals (Figure 3, Items 2 and 5) on air heater (Figure 3, Item 1) by placing meter leads (Figure 3, Items 3 and 4) on each air heater terminal (Figure 3, Items 2 and 5).
4. Replace air heater (Figure 3, Item 1) if resistance value obtained in step 3 is more than 1.0 Ohm.
5. Measure insulation resistance by placing meter lead (Figure 3, Item 3) on one terminal (Figure 3, Item 2 or 5) and meter lead (Figure 3, Item 4) on metal frame of air heater (Figure 3, Item 1).
6. Replace air heater (Figure 3, Item 1) if resistance value obtained in step 5 is less than 1 Ohm.
7. Repeat steps 3 through 6 for second air heater (Figure 3, Item 1).

END OF TASK

Install Air Heaters

1. Remove caps/plugs from intake manifold (Figure 2, Item 7).

NOTE

Two new nuts (Figure 2, Item 2) and two new lock washers (Figure 2, Item 3) are supplied with new air heater.

2. Position new air heater gasket (thin) (Figure 2, Item 5) between air heaters (Figure 2, Items 6 and 11) and new air heater gasket (thick) (Figure 2, Item 8) between air heater (Figure 2, Item 6) and intake manifold (Figure 2, Item 7).
3. Install four bolts (Figure 2, Item 12) through air heaters (Figure 2, Items 6 and 11) and into intake manifold (Figure 2, Item 7).
4. Tighten four bolts (Figure 2, Item 12) and secure air heaters (Figure 2, Items 6 and 11) to intake manifold (Figure 2, Item 7).
5. Connect electrical wires (Figure 2, Items 9 and 10) to air heater (Figure 2, Items 6 and 11) lower terminals (Figure 3, Item 5).
6. Install nuts (Figure 2, Item 2) and new lock washers (Figure 2, Item 3) to air heater (Figure 2, Items 6 and 11) lower terminals (Figure 3, Item 5).
7. Place series (bus) bar (Figure 2, Item 4) onto air heater (Figure 2, Items 6 and 10) top terminals (Figure 3, Item 2).
8. Install two new lock washers (Figure 2, Item 3) and nuts (Figure 2, Item 2) and secure series (bus) bar (Figure 2, Item 4) to air heater (Figure 2, Items 6 and 11) top terminals (Figure 3, Item 2).
9. Remove caps/plugs from air intake hose (Figure 2, Item 1).

NOTE

Wipe down hoses, parts, and connectors with wiping rag prior to installation to aid during leak checks.

10. Install air intake hose (Figure 2, Item 1) to air heater (Figure 2, Items 6 and 11).
11. Position and tighten hose clamp (Figure 2, Item 13) securing air intake hose (Figure 2, Item 1) to air heater (Figure 2, Items 6 and 11).

12. Install battery ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
13. Close right-side door.
14. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
15. Start engine and check for proper operation (TM 9 6115-750-10).
16. Check for evidence of heat at intake manifold (Figure 2, Item 7) and air heaters (Figure 2, Items 6 and 10).
17. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL INTAKE MANIFOLD

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Adapter, Socket Wrench Drive, 1/4" Male-3/8" Female (WP 0162, Table 2, Item 3)

Hammer, Hand, Soft Face, Dead Blow (WP 0162, Table 2, Item 19)

Socket, Socket Wrench, 1/4" Dr, 6Pt, Regular, 12mm (WP 0162, Table 2, Item 29)

Socket, Socket Wrench, 3/8" Dr, 6Pt, Regular, 12mm (WP 0162, Table 2, Item 30)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Gasket, air heater (WP 0140, Repair Parts List, Figure 40, Item 6)

Gasket, air heater (WP 0140, Figure 40, Item 8)

Gasket, intake manifold (WP 0135, Repair Parts List, Figure 35, Item 1)

Manifold, intake (WP 0135, Figure 35, Item 3)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Brush, wire, scratch, brass (WP 0163, Item 8)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Fuel, diesel (WP 0163, Item 20)

Grease, electrically conductive (WP 0163, Item 21)

Rag, wiping (2) (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036 Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Cooling system drained (WP 0021, Service Cooling System)

Lower radiator hose removed (WP 0024, Remove/Install Radiator Hose and Tube Assemblies)

High-pressure fuel injection lines removed (WP 0068, Remove/Install Fuel Injectors)

Intake air heaters removed (WP 0075, Remove/Install Intake Air Heaters)

REMOVE/INSTALL INTAKE MANIFOLD

Remove Intake Manifold

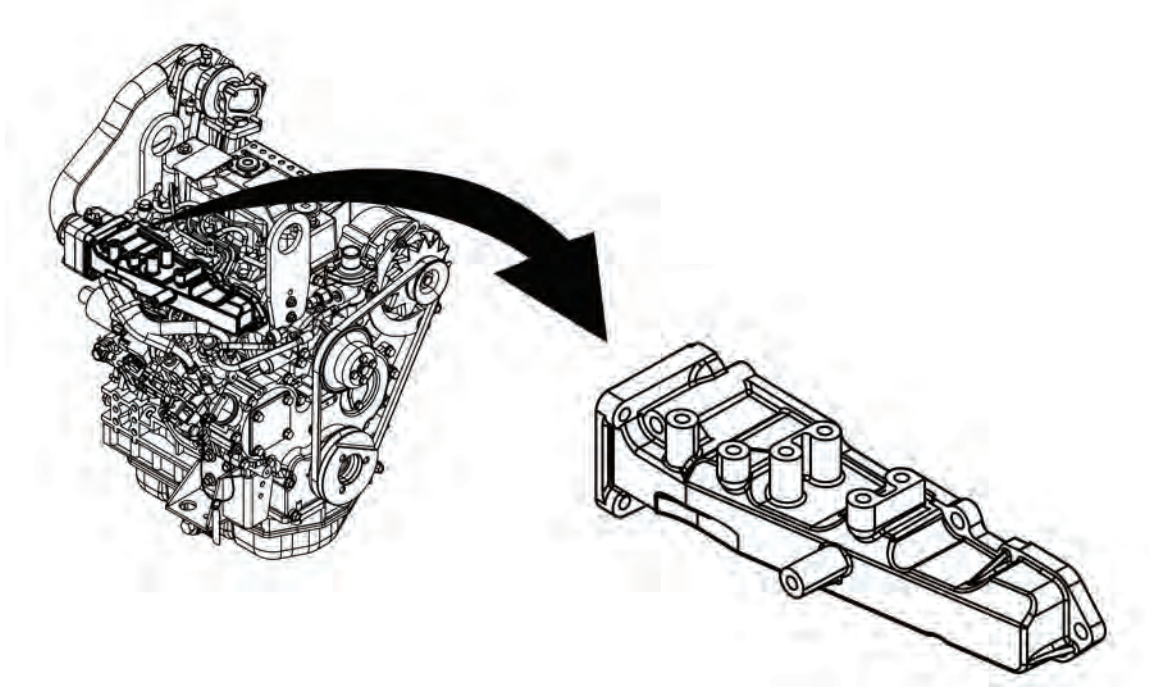


Figure 1. Intake Manifold — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate intake manifold (Figure 1).
3. Remove screw (Figure 2, Item 1), clamp (Figure 2, Item 13), and spacer (Figure 2, Item 12) that secures electric cable (Figure 2, Item 14) to intake manifold (Figure 2, Item 4) upper boss (Figure 2, Item 11).
4. Reposition electric cable (Figure 2, Item 14) to allow removal of intake manifold (Figure 2, Item 4).
5. Remove screw (Figure 2, Item 9) and clamp (Figure 2, Item 8) that secures electric cable (Figure 2, Item 7) to intake manifold (Figure 2, Item 4) side boss (Figure 2, Item 6).
6. Reposition electric cable (Figure 2, Item 7) to allow removal of intake manifold (Figure 2, Item 4).

NOTE

Use of a 1/4-in ratchet, extension, and universal joint will be necessary to reach bolt (Figure 2, Item 5) along the bottom of the intake manifold (Figure 1).

Four M8 – 20 mm sized bolts (Figure 2, Item 5) and one M8 – 80-mm sized bolt (Figure 2, Item 10) are used to install intake manifold (Figure 2, Item 4).

7. Remove five bolts (Figure 2, Items 5 and 10) securing intake manifold (Figure 2, Item 4) to cylinder head (Figure 2, Item 2).

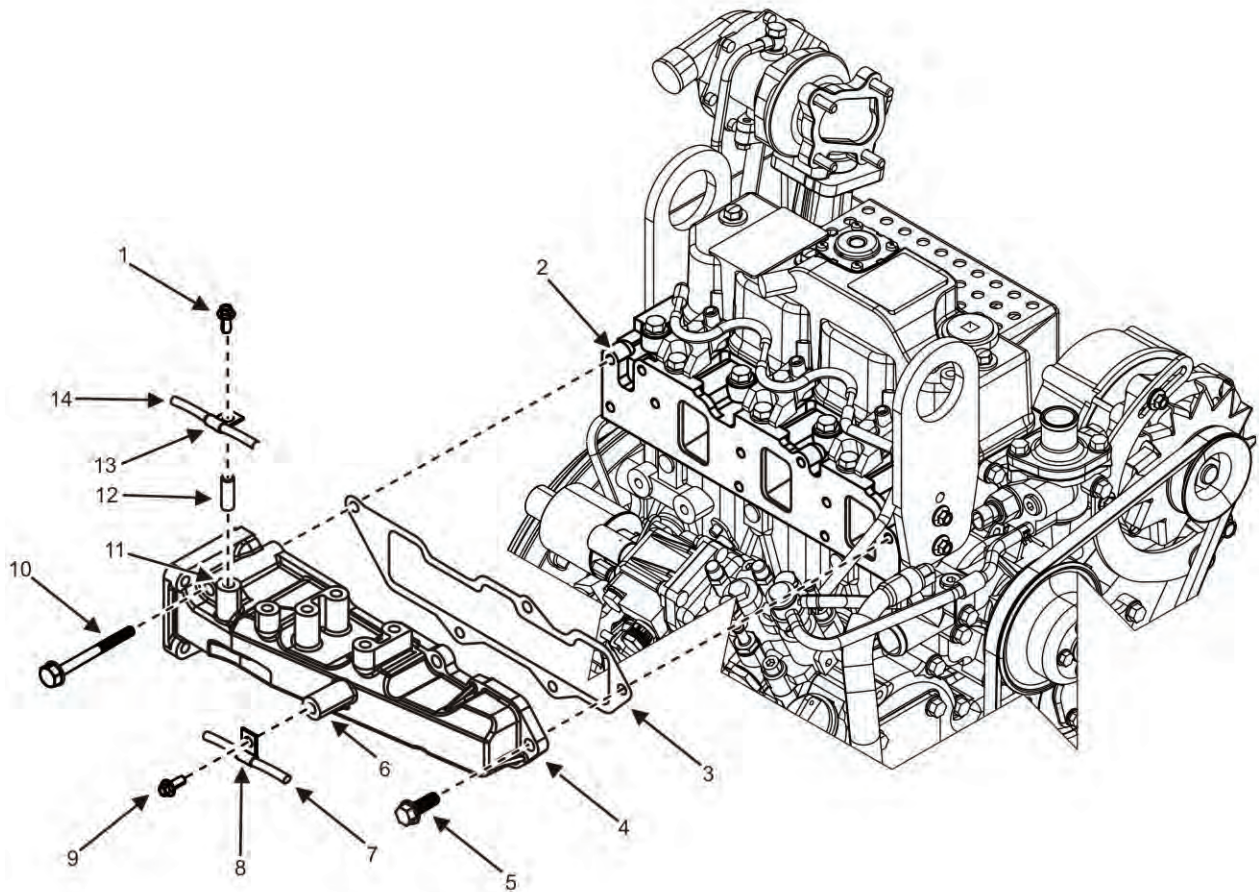


Figure 2. Intake Manifold — Removal.

NOTE

It may be necessary to lightly tap intake manifold with a rubber mallet to loosen intake manifold from cylinder head.

8. Remove intake manifold (Figure 2, Item 4) and metal gasket (Figure 2, Item 3) from cylinder head (Figure 2, Item 2). Discard metal gasket (Figure 2, Item 3).
9. Place intake manifold (Figure 2, Item 4) on clean suitable work surface.
10. Cap/plug any openings in cylinder head (Figure 2, Item 2).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

11. Clean intake manifold (Figure 2, Item 4) and cylinder head (Figure 2, Item 2) mounting surfaces with rags and dry cleaning solvent.

END OF TASK

Inspect Intake Manifold

1. Inspect intake manifold (Figure 2, Item 4) for damage and cracks. Replace as required.
2. Inspect intake manifold (Figure 2, Item 4) and cylinder head (Figure 2, Item 2) mounting surfaces for damage and cracks. Replace as required.
3. Inspect intake manifold bolts (Figure 2, Items 5 and 10) for damage, worn threads, or excessive corrosion. Replace as required.

END OF TASK**Install Intake Manifold**

1. Uncap/unplug openings in cylinder head (Figure 2, Item 2).
2. Position intake manifold (Figure 2, Item 4) and new metal gasket (Figure 2, Item 3) on mounting location of cylinder head (Figure 2, Item 2) by using one bolt (Figure 2, Item 4) to align with hole in cylinder head.

NOTE

Four M8-20 mm sized bolts and one M8 – 80 mm sized bolt are used to install intake manifold.
Be sure to install the one M8 – 80 mm sized bolt into top mounting hole near air heater.

3. Secure intake manifold (Figure 2, Item 4) to cylinder head (Figure 2, Item 2) by installing five bolts (Figure 2, Items 5 and 10).
4. Tighten five bolts (Figure 2, Items 5 and 10).
5. Position electric cable (Figure 2, Item 7) to intake manifold (Figure 2, Item 4) side boss (Figure 2, Item 6) and secure by installing clamp (Figure 2, Item 8) and screw (Figure 2, Item 9).
6. Position electric cable (Figure 2, Item 14) to intake manifold (Figure 2, Item 4) upper boss (Figure 2, Item 11) and secure by installing spacer (Figure 2, Item 12), clamp (Figure 2, Item 13), and screw (Figure 2, Item 1).
7. Install air heaters (WP 0075, Remove/Install Intake Air Heaters).
8. Install high-pressure fuel injection lines (WP 0068, Remove/Install Fuel Injectors).
9. Install lower radiator hose (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
10. Fill cooling system (WP 0021, Service Cooling System).
11. Install top body panel (WP 0028, Remove/Install Top Body Panel).
12. Install battery ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
13. Close left-side door.
14. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
15. Start engine and check for proper operation (TM 9-6115-750-10).
16. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL MUFFLER

INITIAL SETUP

Test Equipment

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Clamp, loop (WP 0109, Repair Parts List, Figure 9, Item 5)

Clamp, loop (WP 0109, Figure 9, Item 7)

Muffler (WP 0109, Figure 9, Item 1)

Brush, wire, scratch, brass (WP 0163, Expendable and Durable Items List, Item 8)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Penetrating oil (WP 0163, Item 30)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Top body panel removed (WP 0028, Remove/Install Top Body Panel).

REMOVE/INSTALL MUFFLER

Remove Muffler

WARNING

The exhaust system can become very hot. Allow system to cool before performing maintenance. Failure to comply may cause severe burn injuries or death to personnel.

CAUTION

Do not allow gasket pieces to enter turbocharger. Cap the turbocharger to prevent debris from entering the system. Failure to comply will cause damage to equipment.

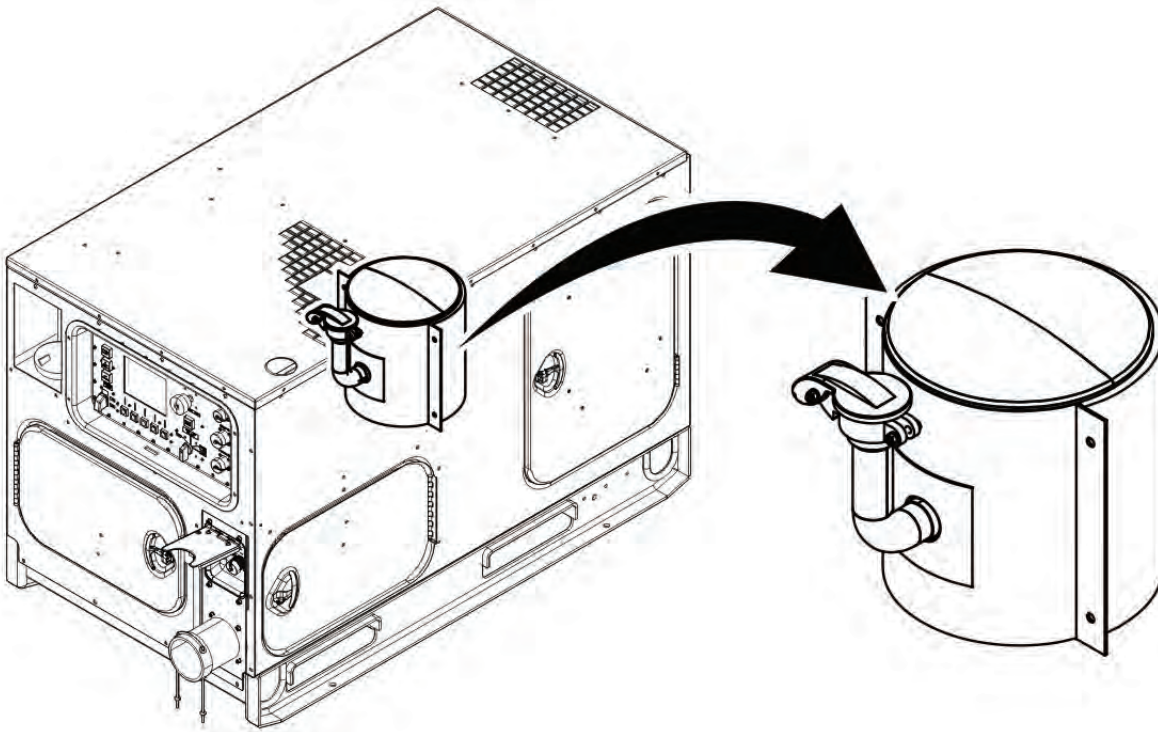


Figure 1. Muffler — Location.

NOTE

Prior to loosening muffler from exhaust manifold, apply penetrating oil to muffler mounting bolts and exhaust elbow to turbocharger bolts. Allow penetrating oil to soak for 5 min.

Due to extreme heat absorbed by the exhaust system, replace all attaching hardware for removed exhaust system parts.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Disconnect winterization kit exhaust tube (not shown) from clamp (not shown) and position away from muffler.
3. Remove and discard four nuts (Figure 2, Item 6) that secure exhaust elbow (Figure 2, Item 7) to turbocharger (Figure 2, Item 4).
4. Remove four nuts (Figure 2, Item 12) that secure muffler (Figure 2, Item 11) to unit bulkhead.
5. Lift muffler (Figure 2, Item 11), flex pipe (Figure 2, Item 9), and exhaust elbow (Figure 2, Item 7) from generator set as a unit and place on a suitable work surface.
6. Remove and discard gasket (Figure 2, Item 5) from turbocharger (Figure 2, Item 4).
7. Loosen screw (Figure 2, Item 3) and nut (Figure 2, Item 1) that secures rain cap (Figure 2, Item 2) to muffler (Figure 2, Item 11).
8. Remove rain cap (Figure 2, Item 2) from muffler (Figure 2, Item 11).
9. Inspect rain cap (Figure 2, Item 2) for signs of obvious damage.
10. Replace damaged rain cap (Figure 2, Item 2) if needed. Otherwise, set rain cap (Figure 2, Item 2) aside for reuse.

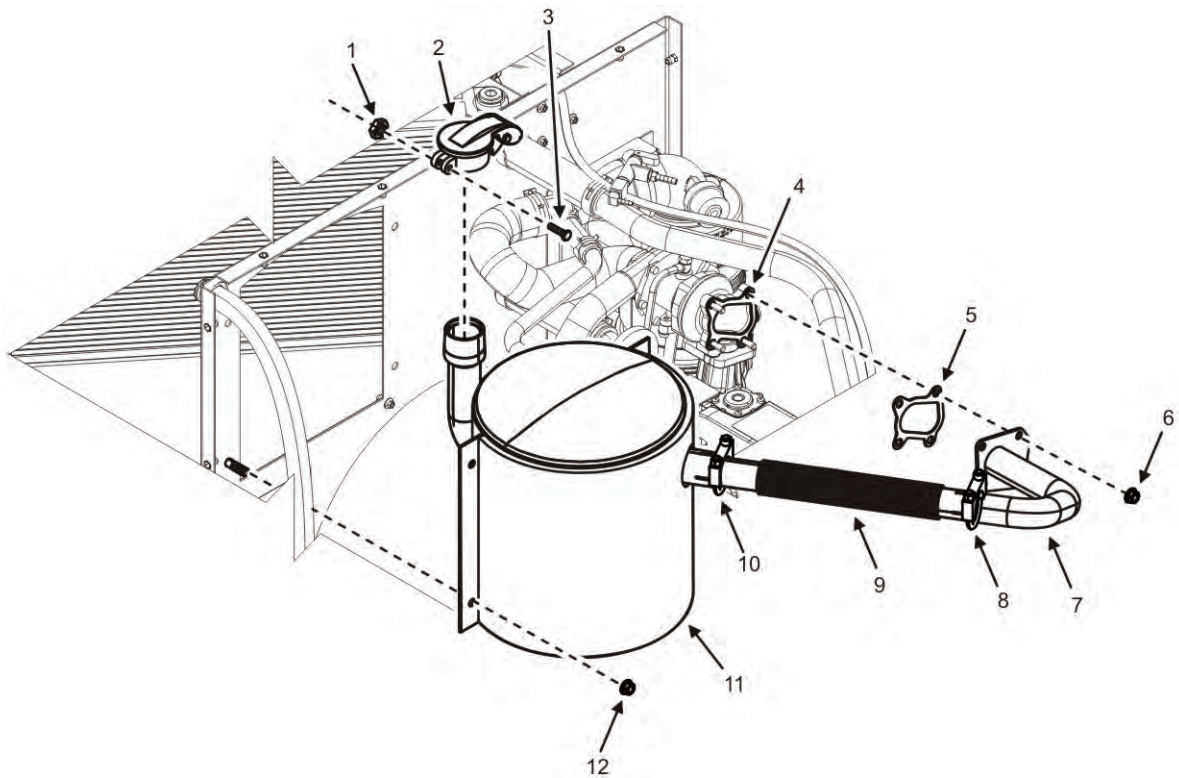


Figure 2. Muffler — Removal.

END OF TASK

Clean and Inspect Muffler

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

1. Clean muffler (Figure 2, Item 11), flex pipe (Figure 2, Item 9), and exhaust elbow (Figure 2, Item 7) with stiff bristle brush and dry cleaning solvent.
2. Inspect muffler (Figure 2, Item 11), flex pipe (Figure 2, Item 9), and exhaust elbow (Figure 2, Item 7) for dents, cracks, excessive corrosion, clogging, and other damage.

NOTE

If exhaust system components need to be separated for replacement, apply indexing marks to components prior to separation to assist in alignment at installation.

3. Replace muffler (Figure 2, Item 11), flex pipe (Figure 2, Item 9), and exhaust elbow (Figure 2, Item 7) individually as required if severely dented, cracked, excessively corroded, clogged, or damaged.

4. Discard and replace clamps (Figure 2, Items 8 and 10) if muffler (Figure 2, Item 11), flex pipe (Figure 2, Item 9), and exhaust elbow (Figure 2, Item 7) are separated.
5. Remove and discard two exhaust clamps (Figure 2, Items 8 and 10) and flex pipe (Figure 2, Item 9) if flex pipe (Figure 2, Item 9) replacement is required.
6. Clean mating surfaces of turbocharger (Figure 2, Item 4) and exhaust elbow (Figure 2, Item 7) with dry cleaning solvent and a stiff bristle brush to remove any residual gasket material.

END OF TASK

Install Muffler

1. Install rain cap (Figure 2, Item 2) to muffler (Figure 2, Item 11) with nut (Figure 2, Item 1) and screw (Figure 2, Item 3).
2. Assemble muffler (Figure 2, Item 11), flex pipe (Figure 2, Item 9), and exhaust elbow (Figure 2, Item 7) aligning components using indexing marks applied at inspection if components were separated during the inspection process.
3. Install clamps (Figure 2, Items 8 and 10). Finger-tighten.
4. Remove protective plug from turbocharger (Figure 2, Item 4).
5. Position muffler (Figure 2, Item 11), flex pipe (Figure 2, Item 9), and exhaust elbow (Figure 2, Item 7) as a unit to mounting location on generator set bulkhead at four mounting screws.
6. Install four nuts (Figure 2, Item 12). Finger-tighten.
7. Position new gasket (Figure 2, Item 5) to mounting location on turbocharger (Figure 2, Item 4).
8. Align mounting holes in exhaust elbow (Figure 2, Item 7), new gasket (Figure 2, Item 5), and turbocharger (Figure 2, Item 4).
9. Secure exhaust elbow (Figure 2, Item 7) to turbocharger (Figure 2, Item 4) by installing four nuts (Figure 2, Item 6). Finger-tighten. Torque nuts (Figure 2, Item 6) at turbocharger (Figure 2, Item 4) to 17 – 21 ft/lb (23 – 29 Nm).
10. Torque four nuts (Figure 2, Items 12) at bulkhead to 17 – 21 ft/lb (23 – 29 Nm).
11. Tighten clamps (Figure 2, Items 8 and 10).
12. Install top body panel (WP 0028, Remove/Install Top Body Panel).
13. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
14. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
15. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
SERVICE TURBOCHARGER

INITIAL SETUP:**Test Equipment**

Stethoscope (WP 0162, Table 2, Item 32)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Bottle, spray (WP 0163, Expendable and Durable Items List, Item 5)

Cleaning compound, solvent (WP 0163, Item 11)

Compound, antiseize (WP 0163, Item 14)

Distilled water (WP 0163, Item 18)

Lubricating oil, engine (WP 0163, Item 24)

Penetrating Oil (WP 0163, Item 30)

Rag, wiping (WP 0163, Item 32)

Wash, turbocharger (WP 0163, Item 38)

Personnel Required

91D (1)

References

WP 0019, Remove/Install Air Intake Hose Assemblies

WP 0036, Remove/Install Batteries

WP 0077, Remove/Install Muffler

WP 0079, Remove/Install Turbocharger

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Remove top body panel (WP 0028, Remove/Install Top Body Panel)

SERVICE TURBOCHARGER**WARNING**

A turbocharger runs at very high speeds, becomes very hot, and requires more time to cool down than other parts of the engine assembly. Allow generator set to cool for at least 30 min before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Hearing protection is required during maintenance or repair with engine running. Failure to comply can cause hearing loss.

Wear heat resistant gloves and avoid contacting hot metal surfaces with hands and exposed skin after components have been heated. Wear additional protective clothing as required. Failure to comply may cause injury or death to personnel.

Inspect Turbocharger

1. Ensure equipment conditions are met in the order presented in initial setup.
2. Open left-side door.

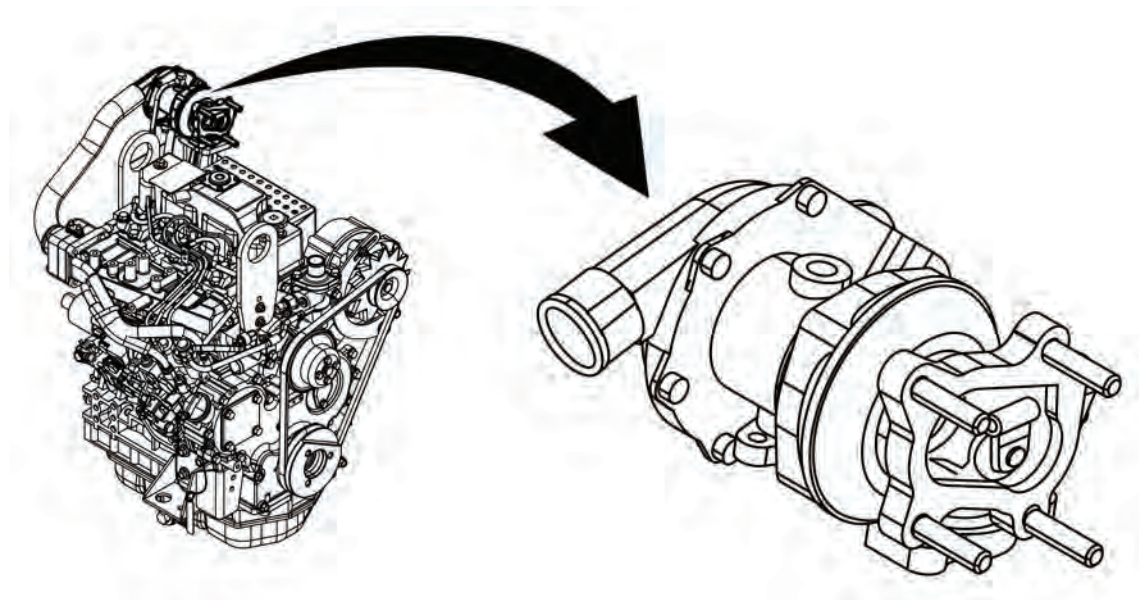
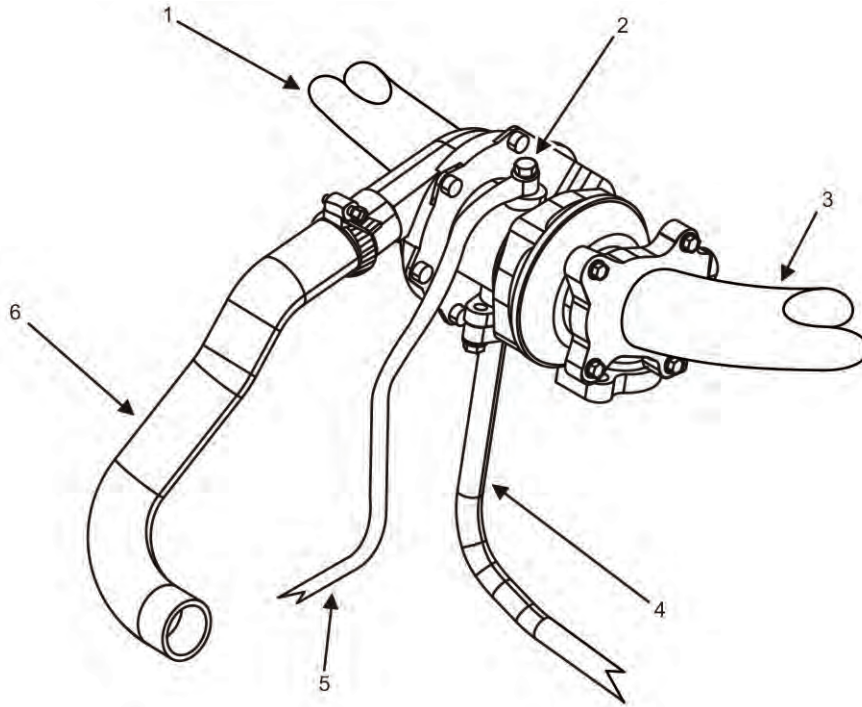


Figure 1. Inspect Turbocharger — Location.

3. Inspect turbocharger (Figure 1) for damage or cracks.
4. Replace turbocharger (Figure 1) if damaged or cracked (WP 0079, Remove/Install Turbocharger).

END OF TASK

Inspect Turbocharger for Leaks**Figure 2. Inspect Turbocharger — Leaks.**

1. Inspect turbocharger (Figure 2, Item 2) for oil leaks at the oil inlet and outlet lines (Figure 2, Items 4 and 5).
2. Replace oil line if leaking (WP 0079, Remove/Install Turbocharger).
3. Inspect air inlet and outlet hoses (Figure 2, Items 1 and 6).
4. Replace if hardware is cracked or broken (WP 0019, Remove/Install Air Intake Hose Assemblies).
5. Inspect exhaust outlet connection (Figure 2, Item 3) on turbocharger compressor side for cracked or broken hardware.
6. Replace cracked or broken hardware (WP 0077, Remove/Install Muffler).

END OF TASK

Inspect Turbocharger Rotor Rotation

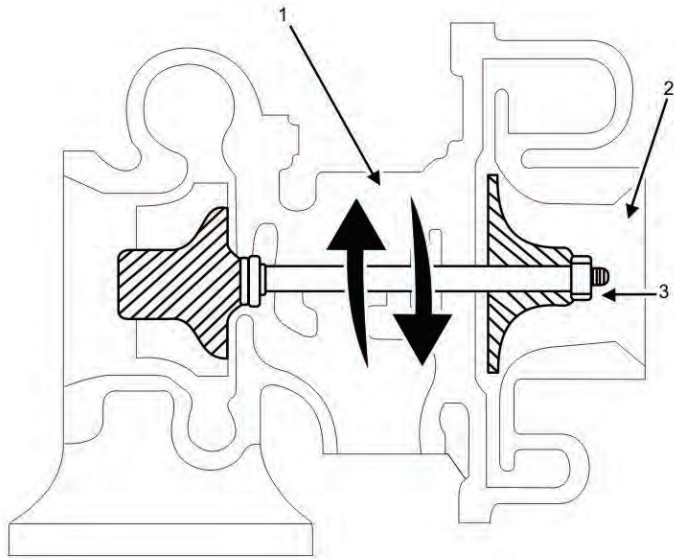


Figure 3. Inspect Turbocharger — Rotation.

WARNING

Ensure engine control switch is OFF and generator set is completely shut down before performing rotor rotation inspection. Failure to comply will cause injury or death to personnel.

CAUTION

Do not insert any sharp objects into air inlet side of turbocharger. Use fingers to rotate nut on rotor shaft. Do not use pliers on fins of exhaust gas outlet side of turbocharger. Failure to comply may cause damage to equipment.

1. Inspect the rotor rotation (Figure 3, Item 1) with engine control switch OFF (TM 9-6115-750-10) and battery ground cable removed (WP 0036, Remove/Install Batteries).
 - a. Remove air inlet hose from turbocharger (Figure 3, Item 2). (WP 0079, Remove/Install Turbocharger).
 - b. Manually rotate the rotor by turning the nut (Figure 3, Item 3) in air inlet side of turbocharger (Figure 3, Item 2).
 - (1) Smooth rotor rotation (Figure 3, Item 1) indicates proper operation.
 - (2) Any catching or resistance to rotor rotation (Figure 3, Item 1) indicates improper operation.
 - c. Replace turbocharger if catching or resistance to rotor rotation (Figure 3, Item 1) is found (WP 0079, Remove/Install Turbocharger).
 - d. Install air inlet hose to turbocharger (Figure 3, Item 2). (WP 0079, Remove/Install Turbocharger).
2. Inspect the rotor rotation with engine in operation (TM 9-6115-750-10).
 - a. Ensure battery ground cable is connected and engine control switch is set to PRIME & RUN (WP 0036, Remove/Install Batteries and TM 9-6115-750-10).
 - b. Start generator set (TM 9-6115-750-10).
 - c. Allow engine to reach normal operating temperature.

WARNING

A turbocharger runs at very high speeds, becomes very hot, and requires more time to cool down than other parts of the engine assembly. Allow generator set to cool for at least 30 min before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

- d. Place stethoscope firmly against turbocharger case.
 - e. Place generator set under load.
 - f. Check for high-pitched sound or sounds that indicate improper operation.
 - g. Replace turbocharger if high-pitched sound is emitted (WP 0079, Remove/Install Turbocharger).
3. Turn engine control switch to OFF (TM 9-6115-750-10).

END OF TASK

Clean Turbocharger

CAUTION

Do not spray turbocharger wash or water too quickly. Use short strokes from a spray bottle to inject turbocharger wash and water into the turbocharger. Spraying too much turbocharger wash or water, or spraying too quickly will damage the turbocharger. Avoid dirty or dusty environments when running engine without air intake hose attached to turbocharger. Failure to comply will cause damage to the unit.

Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply will cause damage to equipment.

NOTE

The washing procedure is intended to clean the impeller on the compressor only if the engine loses rpm or seems to run slowly. The process does not require disassembling the turbocharger.

1. Remove air inlet hose from turbocharger (WP 0079, Remove/Install Turbocharger).
2. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
3. Start generator set (TM 9-6115-750-10).
4. Spray 2 to 3 oz (60 to 90 cm³) of turbocharger wash slowly over a period of 10 to 15 seconds (sec) into turbocharger air inlet (Figure 4, Item 2).
5. Continue to operate engine under same load for 3 to 4 min.
6. Fill a second clean spray bottle (Figure 4, Item 3) with clean water.
7. Spray 2 to 3 oz (60 to 90 cm³) of clean water slowly over a period of 10 to 15 sec into turbocharger air inlet (Figure 4, Item 2).
8. Continue to operate engine under normal load for at least 10 min to completely dry air intake (Figure 4, Item 2) system and turbocharger (Figure 4, Item 1).

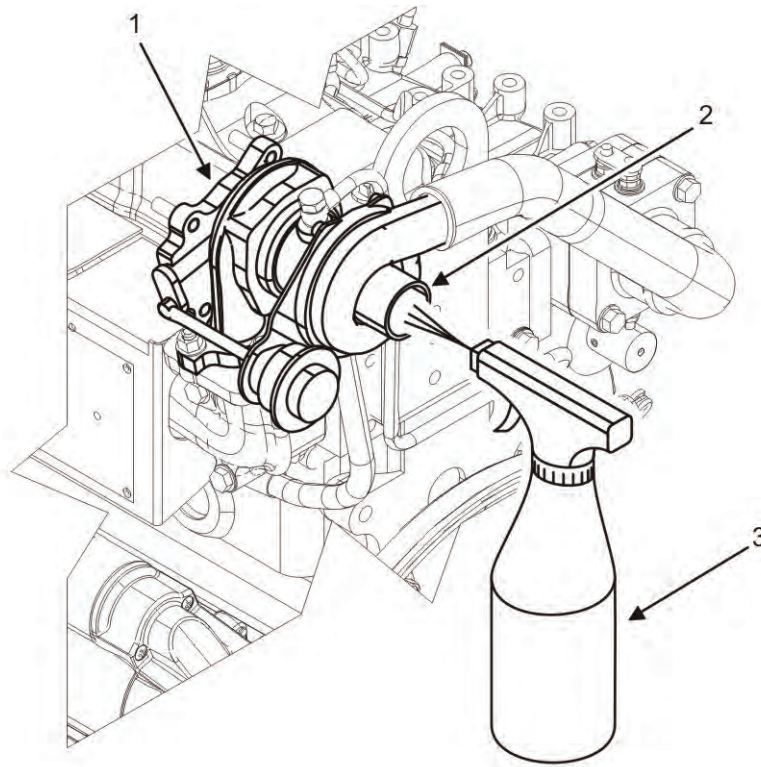


Figure 4. Clean Turbocharger.

9. Verify engine is no longer running slowly and holds rpm.

NOTE

If performance does not improve after executing the washing process three times, replace turbocharger (WP 0079, Remove/Install Turbocharger).

10. Repeat steps 4 through 9 if performance has not improved.
11. Turn engine control switch to OFF (TM 9-6115-750-10) and allow engine to cool.
12. Wipe off turbocharger with wiping rags.
13. Wipe any excess turbocharger wash or water from engine and generator set with wiping rags.
14. Install air inlet hose to turbocharger (WP 0079, Remove/Install Turbocharger).
15. Close left-side door.
16. Install top body panel (WP 0028, Remove/Install Top Body Panel).

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL TURBOCHARGER

INITIAL SETUP:**Test Equipment**

Air-Hydraulic Pump (WP 0162, Table 2, Item 4)
 Bank, Load (WP 0162, Table 2, Item 6)
 Extension, Dial Indicator (WP 0162, Table 2, Item 17)
 Indicator, Dial (WP 0162, Table 2, Item 20)

Tools and Special Tools

Crowfoot Attachment Set, Socket Wrench, Flare Nut, Metric (WP 0162, Table 2, Item 14)
 Socket, Socket Wrench, 3/8" Dr, 6Pt, Regular, 12mm (WP 0162, Table 2, Item 30)
 Socket, Socket Wrench, 3/8" Dr, 6Pt, Regular, 14mm (WP 0162, Table 2, Item 31)
 Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)
 Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Gasket, round (2) (WP 0141, Repair Parts List, Figure 41, Item 19)
 Gasket, turbine inlet (WP 0141, Figure 41, Item 4)
 Gasket, turbine out (WP 0141, Figure 41, Item 3)
 O-ring (4D P-16.0) (1) (WP 0141, Figure 41, Item 6)
 Turbocharger (WP 0141, Figure 41, Item 1)
 Cap set, protective (WP 0163, Expendable and Durable Items List, Item 9)

Materials/Parts

Cleaning compound, solvent (WP 0163, Item 11)
 Compound, antiseize (WP 0163, Item 14)
 Grease, electrically conductive (WP 0163, Item 21)
 Lubricating oil, engine (WP 0163, Item 24)
 Rag, wiping (3) (WP 0163, Item 32)

Personnel Required

91D (1)
 Assistant (1)

References

WP 0019, Remove/Install Air Intake Hose Assemblies
 WP 0077, Remove/Install Muffler

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
 Engine cool
 Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL TURBOCHARGER**WARNING**

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

A turbocharger runs at very high speeds, becomes very hot, and requires more time to cool down than other parts of the engine assembly. Allow generator set to cool for at least 30 min before performing checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

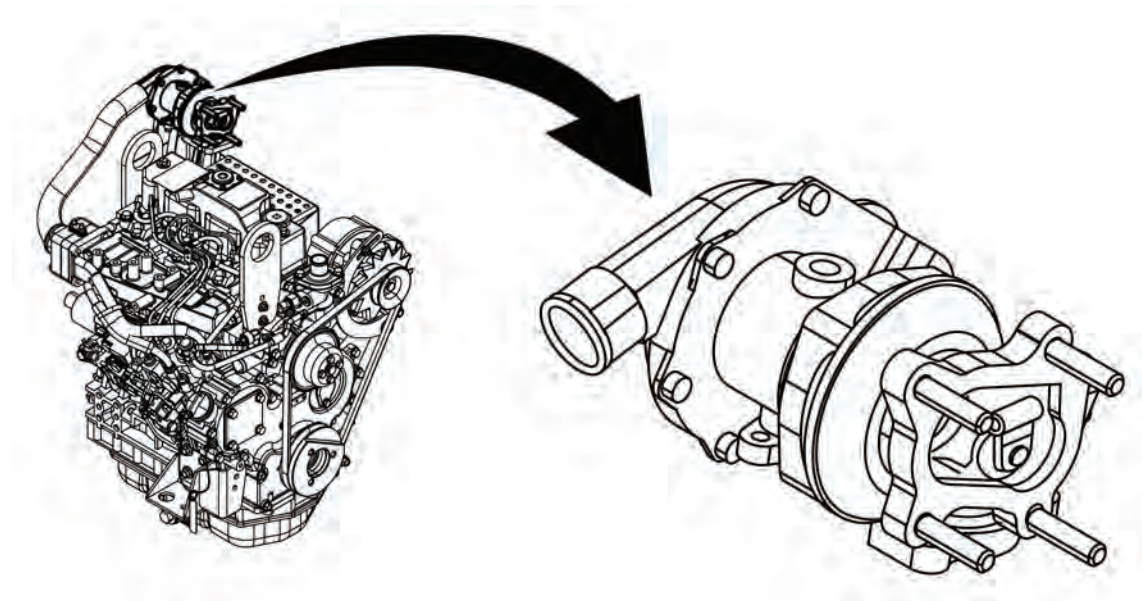
Remove Turbocharger

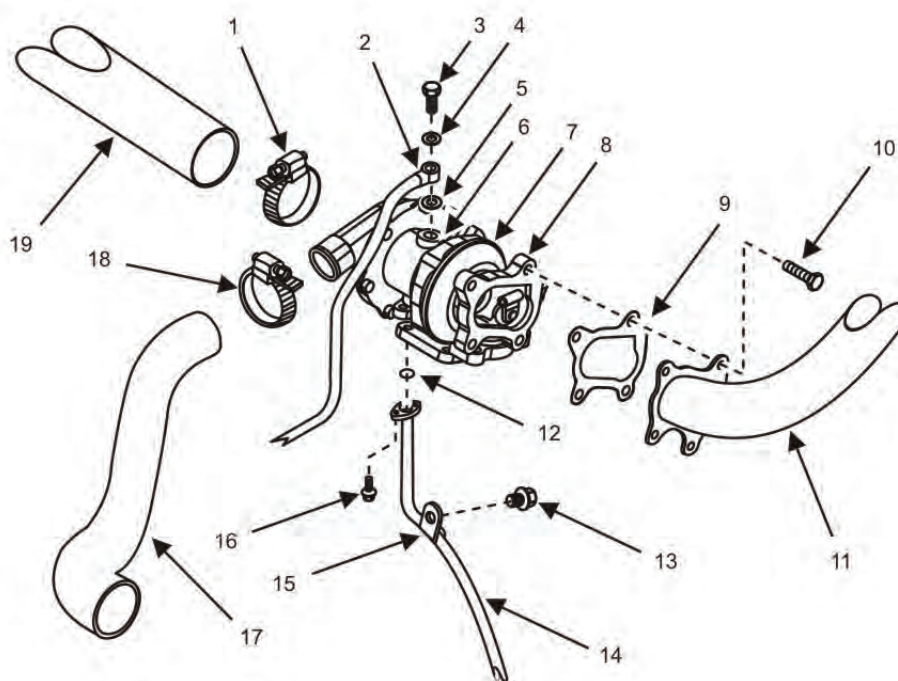
Figure 1. Turbocharger — Location.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left-side door and locate turbocharger (Figure 1).

CAUTION

Do not damage or bend the lube oil inlet line. Failure to comply may cause damage to equipment.

3. Remove banjo bolt (Figure 2, Item 3) and sealing gasket (Figure 2, Item 4) from lube oil inlet line (Figure 2, Item 2) on turbocharger (Figure 2, Item 7). Discard sealing gasket (Figure 2, Item 4).
4. Remove sealing gasket (Figure 2, Item 5) of lube oil inlet line (Figure 2, Item 2) from oil inlet port (Figure 2, Item 6) on turbocharger (Figure 2, Item 7). Discard sealing gasket (Figure 2, Item 5).
5. Remove bolt (Figure 2, Item 13) securing lube oil outlet line bracket (Figure 2, Item 15) to exhaust manifold (not pictured).
6. Remove two bolts (Figure 2, Item 16) securing lube oil outlet line (Figure 2, Item 14) to turbocharger (Figure 2, Item 7).



Legend

- | | |
|-------------------------|----------------------------------|
| 1. Hose Clamp | 11. Exhaust Elbow |
| 2. Lube Oil Inlet Line | 12. O-Ring |
| 3. Banjo Bolt | 13. Bolt |
| 4. Sealing Gasket | 14. Lube Oil Outlet Line |
| 5. Sealing Gasket | 15. Lube Oil Outlet Line Bracket |
| 6. Oil Inlet Port | 16. Bolt |
| 7. Turbocharger | 17. Air Outlet Hose |
| 8. Flange | 18. Hose Clamp |
| 9. Exhaust Elbow Gasket | 19. Air Inlet Hose |
| 10. Mounting Screw | |

Figure 2. Turbocharger Exhaust and Lines — Removal.

7. Separate lube oil outlet line (Figure 2, Item 14) from turbocharger (Figure 2, Item 7) and allow clamp (not shown) to hold line stationary to engine block.
8. Cap/plug openings on turbocharger (Figure 2, Item 7) and lube oil lines (Figure 2, Items 2 and 14).
9. Remove four mounting screws (Figure 2, Item 10) from flange (Figure 2, Item 8) on exhaust outlet connection (Figure 2, Item 11) on turbocharger housing (Figure 2, Item 7).
10. Rotate exhaust elbow (Figure 2, Item 11) at flange (Figure 2, Item 8).
11. Remove and discard exhaust elbow gasket (Figure 2, Item 9).
12. Clean mounting surface of exhaust elbow (Figure 2, Item 11) with dry cleaning solvent and wiping rags.
13. Loosen hose clamp (Figure 2, Item 18) and slide back on hose from air outlet hose (Figure 2, Item 17) on turbocharger housing (Figure 2, Item 7).

14. Remove air outlet hose (Figure 2, Item 17) from turbocharger housing (Figure 2, Item 7).
15. Loosen hose clamp (Figure 2, Item 1) and slide back on hose from air inlet hose (Figure 2, Item 19) on turbocharger housing (Figure 2, Item 7).
16. Remove air inlet hose (Figure 2, Item 19) from turbocharger housing (Figure 2, Item 7).

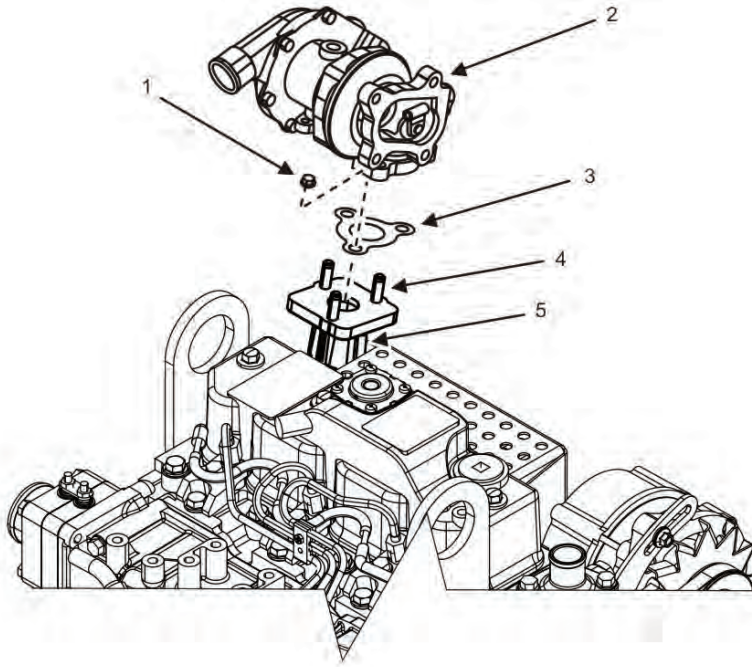


Figure 3. Turbocharger — Removal.

17. Remove three mounting nuts (Figure 3, Item 1) from three mounting studs (Figure 3, Item 4) securing turbocharger (Figure 3, Item 2) to exhaust manifold (Figure 3, Item 5).

CAUTION

Avoid bending the oil inlet line when removing turbocharger from exhaust manifold. Oil inlet line should be moved gently up or to the side as turbocharger is removed from exhaust manifold. Failure to comply may cause damage to equipment.

18. Remove turbocharger (Figure 3, Item 2) from exhaust manifold (Figure 3, Item 5). Cap/plug openings in exhaust manifold (Figure 3, Item 5).
19. Remove and discard metal gasket (Figure 3, Item 3) from exhaust manifold (Figure 3, Item 5).
20. Remove and discard O-ring (Figure 2, Item 12) from beneath turbocharger (Figure 3, Item 2) on lube oil outlet line (Figure 2, Item 14).

CAUTION

Cover and protect exhaust opening in exhaust manifold to prevent dirt and debris from entering engine. Failure to comply may cause damage to equipment.

21. Clean turbocharger mounting surface with dry cleaning solvent and wiping rags.

END OF TASK

Inspect Turbocharger

1. Check for indications of oil leaks at oil inlet and outlet lines (Figure 2, Items 2 and 14) and where oil lines attach to cylinder head, engine block, fuel injection pump, and gear case front plate. Replace if necessary.
2. Inspect air inlet hose (Figure 2, Item 19) of turbocharger on turbine side for cracks or broken hardware. Replace if necessary (WP 0019, Remove/Install Air Intake Hose Assemblies).
3. Inspect exhaust elbow (Figure 2, Item 11) at turbocharger on compressor side for cracks or broken hardware. Replace if necessary (WP 0077, Remove/Install Muffler).
4. Inspect three mounting studs (Figure 3, Item 4) on exhaust manifold for signs of damage and replace if necessary.
5. Inspect surface of turbocharger (Figure 2, Item 7) for damage or cracks and replace if damaged or cracked.
6. Ensure that turbine compressor rotates freely on shaft.
7. Inspect for scratching or damage on both sides of turbocharger.

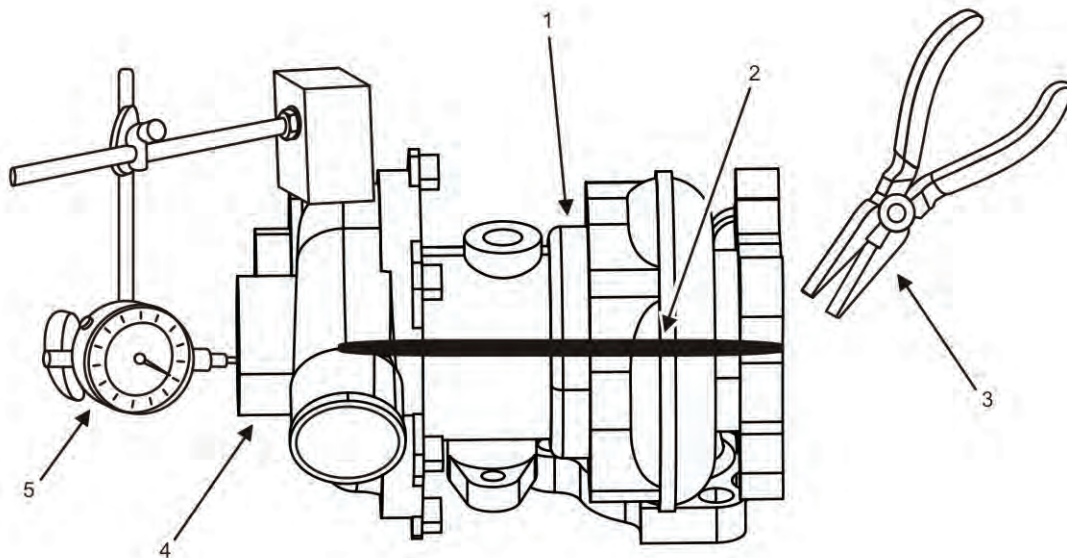


Figure 4. Rotor End Play.

NOTE

Remove turbocharger and placed on a suitable work surface. Steps 8 through 11 are only applicable if turbocharger functionality is to be tested.

8. Ensure exhaust elbow (Figure 2, Item 11) outlet connection is removed IAW Remove Turbocharger task.
9. Ensure negative ground cable is removed from right-hand battery (WP 0036, Remove/Install Batteries).
10. Check rotor end play of turbocharger using dial indicator (Figure 4, Item 5).
 - a. Attach dial indicator bracket on solid portion of turbocharger (Figure 4, Item 1) or engine.
 - b. Check turbocharger function by inserting dial indicator (Figure 4, Item 5) at the exhaust end of turbocharger (Figure 4, Item 1) contacting rotating shaft (Figure 4, Item 4).

CAUTION

When using needle nose pliers, be sure to insert into air inlet side of turbocharger and use nut on rotor shaft to move turbocharger rotor end-to-end. Do not use pliers on fins of turbocharger. Metal-to-metal contact will damage fins. Failure to comply may cause damage to equipment.

- c. Move rotor shaft (Figure 4, Item 2) end-to-end manually using needle-nose pliers (Figure 4, Item 3) while observing readings.
- d. Replace turbocharger if end play measurements are outside limits specified in Table 1.

Table 1. Checking Rotor Play.

ROTOR PLAY	STANDARD DIMENSION	WEAR LIMIT
End play	0.0009 – 0.0021 in (0.022 – 0.053 mm)	0.0028 in (0.07 mm)
Run-out	0.0024 – 0.0037 in (0.061 – 0.093 mm)	0.0047 in (0.12 mm)

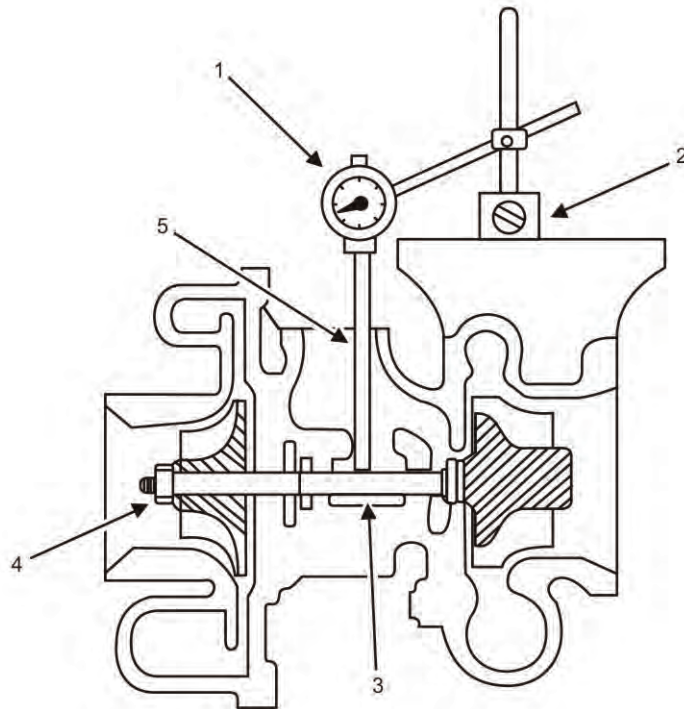


Figure 5. Rotor Run Out.

11. Check rotor run-out using a dial indicator (Figure 5, Item 1) with extension, if necessary.
 - a. Remove oil outlet line IAW Remove Turbocharger task, if not previously done.
 - b. Insert dial indicator (Figure 5, Item 1) into oil outlet port (Figure 5, Item 5) against rotating shaft of turbocharger (Figure 5, Item 3).
 - c. Attach dial indicator bracket on solid portion of turbocharger (Figure 5, Item 2) or flat surface of engine.

CAUTION

Use a nut driver to manually turn rotor shaft nut in air inlet side of turbocharger. Do not contact the metal fins with nut driver. Do not turn rotor shaft by metal fins. Failure to comply may cause damage to equipment.

- d. Turn rotor manually by turning nut (Figure 5, Item 4) while observing readings.
- e. Replace turbocharger if run-out measurements are outside limits specified in Table 1.

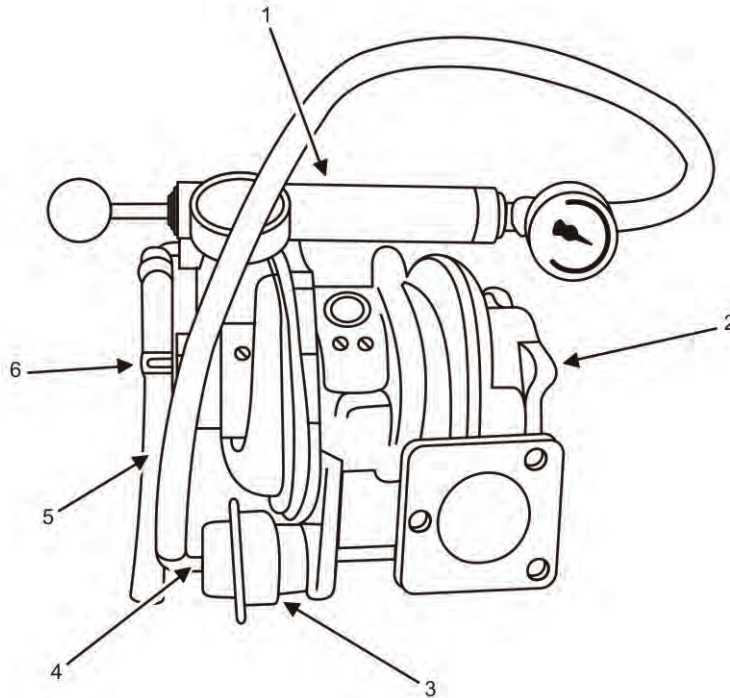


Figure 6. Waste Gate Valve.

WARNING

Eye protection is required when working with compressed air. Do not use compressed air to clean skin. Do not aim at personnel. Compressed air can propel particles at high velocity and injure eyes. Failure to comply may cause injury or death to personnel.

- 12. Check waste gate actuator valve (Figure 6, Item 3) on turbocharger (Figure 6, Item 2) using a hand-operated air pump (Figure 6, Item 1).
 - a. Loosen hose clip (Figure 6, Item 6) and slide back on hose (Figure 6, Item 5) of waste gate actuator pipe (Figure 6, Item 4).
 - b. Remove hose (Figure 6, Item 5) from waste gate actuator pipe (Figure 6, Item 4).
 - c. Connect hand-operated air pump (Figure 6, Item 1) to waste gate actuator pipe (Figure 6, Item 4).

CAUTION

Do not apply more than 40 psi (0.12 megapascal (MPa), 2.8 kilogram force per centimeter squared (kgf/cm²)) of compressed air to waste gate actuator. Failure to comply may cause damage to equipment.

- d. Apply 17 psi (0.12 MPa; 1.2 kgf/cm²) to waste gate actuator pipe (Figure 6, Item 4).
 - e. Ensure that waste gate actuator valve (Figure 6, Item 3) opens fully.
 - f. Replace turbocharger (Figure 6, Item 2) if waste gate actuator valve (Figure 6, Item 3) does not open fully.
 - g. Release pressure from hand-operated air pump (Figure 6, Item 1).
13. Perform a waste gate actuator leak test.
- a. Apply 17 psi (0.12 MPa; 1.2 kgf/cm²) to waste gate actuator valve (Figure 6, Item 3).
 - b. Allow pressure to remain in circuit for 1 min.
 - c. Replace turbocharger (Figure 6, Item 2) if pressure reading is less than 15.9 psi (0.11 MPa; 1.1 kgf/cm²) after 1 min.
14. Remove hand-operated air pump (Figure 6, Item 1) from waste gate actuator pipe (Figure 6, Item 4).
15. Install hose (Figure 6, Item 5) to waste gate actuator pipe (Figure 6, Item 4) and secure with hose clip (Figure 6, Item 6).

END OF TASK

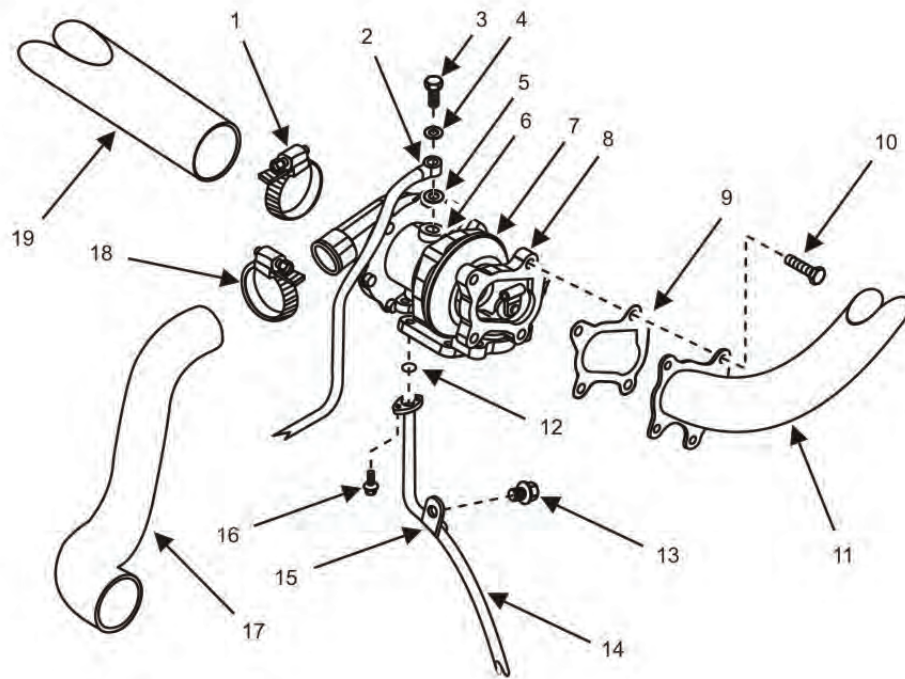
Install Turbocharger

1. Remove caps/plugs from openings on turbocharger (Figure 7, Item 7), lube oil lines (Figure 7, Items 2 and 14), and exhaust manifold (Figure 3, Item 5).
2. Install new O-ring (Figure 7, Item 12) to end of lube oil outlet line (Figure 7, Item 14).
3. Apply antiseize compound to three turbocharger mounting studs (Figure 3, Item 4).
4. Install three mounting studs (Figure 3, Item 4).
5. Position metal gasket (Figure 3, Item 3) in place on exhaust manifold (Figure 3, Item 5).
6. Position turbocharger (Figure 3, Item 2) on exhaust manifold (Figure 3, Item 5).

CAUTION

Use of a crowfoot in combination with a torque wrench will be required to access turbocharger mounting nuts in order to torque to specification. When using a crowfoot with a torque wrench, reduce torque value by 10%. Failure to comply may cause damage to equipment.

7. Install three nuts (Figure 3, Item 1) to three turbocharger mounting studs (Figure 3, Item 4).
8. Tighten three nuts.
9. Install two bolts (Figure 7, Item 16) securing lube oil outlet line (Figure 7, Item 14) to turbocharger (Figure 7, Item 7) and tighten.



Legend

- | | |
|-------------------------|----------------------------------|
| 1. Hose Clamp | 11. Exhaust Elbow |
| 2. Lube Oil Inlet Line | 12. O-Ring |
| 3. Banjo Bolt | 13. Bolt |
| 4. Sealing Gasket | 14. Lube Oil Outlet Line |
| 5. Sealing Gasket | 15. Lube Oil Outlet Line Bracket |
| 6. Oil Inlet Port | 16. Bolt |
| 7. Turbocharger | 17. Air Outlet Hose |
| 8. Flange | 18. Hose Clamp |
| 9. Exhaust Elbow Gasket | 19. Air Inlet Hose |
| 10. Mounting Screw | |

Figure 7 Turbocharger Exhaust and Lines — Installation.

10. Install bolt (Figure 7, Item 13) to bracket (Figure 7, Item 15) securing lube oil outlet line (Figure 7, Item 14) to exhaust manifold (not pictured).
11. Place 2 oz (60 cm³) of clean engine oil into the oil inlet port (Figure 7, Item 6) on top of turbocharger.

CAUTION

Use a nut driver to manually turn rotor shaft nut in air inlet side of turbocharger. Do not contact the metal fins with nut driver. Do not turn rotor shaft by metal fins. Failure to comply may cause damage to equipment.

12. Turn rotor manually by turning nut (Figure 5, Item 4) while observing readings.
13. Rotate compressor wheel (not shown) to ensure shaft bearings (not shown) are lubricated.

14. Install new sealing gasket (Figure 7, Item 5) of lube oil inlet line (Figure 7, Item 2) to mounting surface (Figure 7, Item 6) on turbocharger (Figure 7, Item 7).
15. Install banjo bolt (Figure 7, Item 3) and new sealing gasket (Figure 7, Item 4) to lube oil inlet line (Figure 7, Item 2) on turbocharger (Figure 7, Item 7).
16. Torque lube oil inlet line banjo bolt (Figure 7, Item 3) to 9–12 ft/lb (12.7–16.7 Nm).
17. Install hose clamp (Figure 7, Item 18) over air outlet hose (Figure 7, Item 17).
18. Install air outlet hose (Figure 7, Item 17) to turbocharger housing (Figure 7, Item 7).
19. Secure hose clamp (Figure 7, Item 18) to air outlet hose (Figure 7, Item 17).
20. Install hose clamp (Figure 7, Item 1) to air inlet hose (Figure 7, Item 19).
21. Install air inlet hose (Figure 7, Item 19) to turbocharger (Figure 7, Item 7).
22. Secure hose clamp (Figure 7, Item 1) to air inlet connection (Figure 7, Item 19) on turbocharger (Figure 7, Item 7).
23. Apply antiseize compound and install new exhaust outlet mounting studs (Figure 7, Item 8) if necessary.
24. Install new exhaust outlet gasket (Figure 7, Item 9) on exhaust outlet of turbocharger (Figure 7, Item 7).
25. Apply antiseize compound to exhaust outlet side of four mounting screws (Figure 7, Item 10).
26. Install exhaust elbow (Figure 7, Item 11) to turbocharger (Figure 7, Item 7).
27. Install four mounting screws (Figure 7, Item 10) to secure exhaust elbow (Figure 7, Item 11) to flange (Figure 7, Item 8) on exhaust outlet of turbocharger (Figure 7, Item 7).
28. Check oil level and fill as required (TM 9-6115-750-10).
29. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
30. Close left-side door.
31. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
32. Start engine and check for proper operation (TM 9 6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
33. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL EXHAUST MANIFOLD

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Socket, Socket Wrench, 3/8" Dr, 6Pt, Regular, 12mm
(WP 0162, Table 2, Item 30)

Tool Kit, General Mechanic's (GMTK) (WP 0162,
Table 2, Item 42)

Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75
FT-LB (WP 0162, Table 2, Item 51)

Materials/Parts

Gasket, exhaust manifold (WP 0136, Repair Parts
List, Figure 36, Item 5)

Manifold, exhaust (WP 0136, Figure 36, Item 7)

Cap set, protective (WP 0163, Expendable and
Durable Items List, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Compound, antiseize (WP 0163, Item 14)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Personnel Required

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP
0005)

Engine cool

Battery ground cable removed (WP 0036,
Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install
Top Body Panel)

Exhaust flex pipe removed (WP 0077,
Remove/Install Muffler)

Turbocharger removed (WP 0079, Remove/Install
Turbocharger)

REMOVE/INSTALL EXHAUST MANIFOLD**Remove Exhaust Manifold****WARNING**

When operating, exhaust system has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow manifold to cool before performing maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left-side door of generator set and locate exhaust manifold (Figure 1).

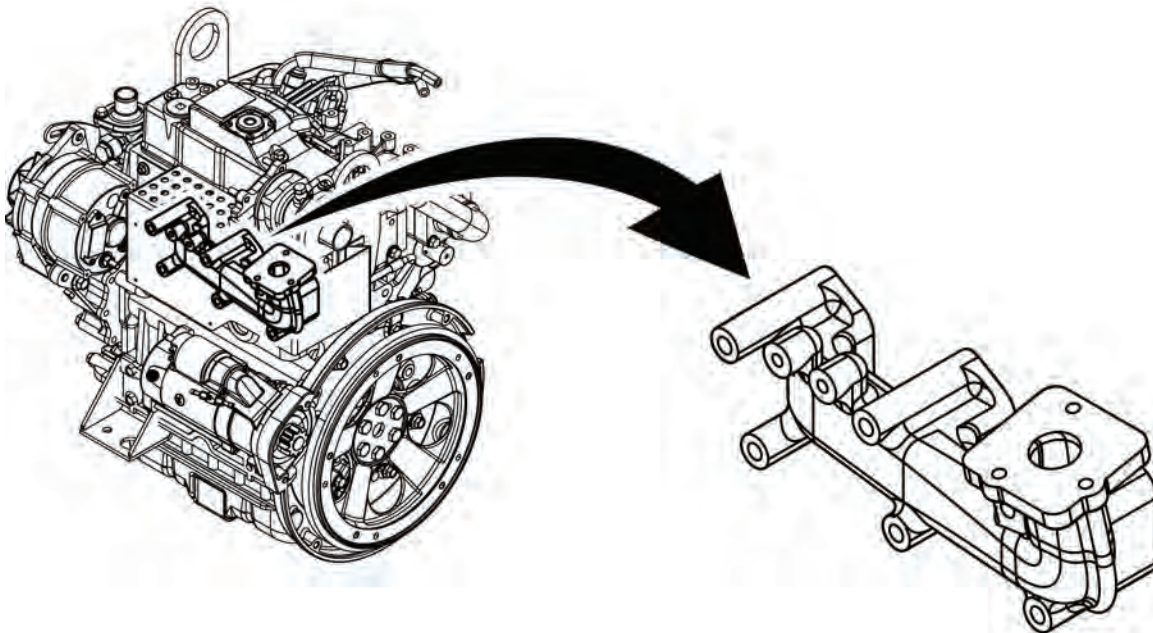


Figure 1. Exhaust Manifold — Location.

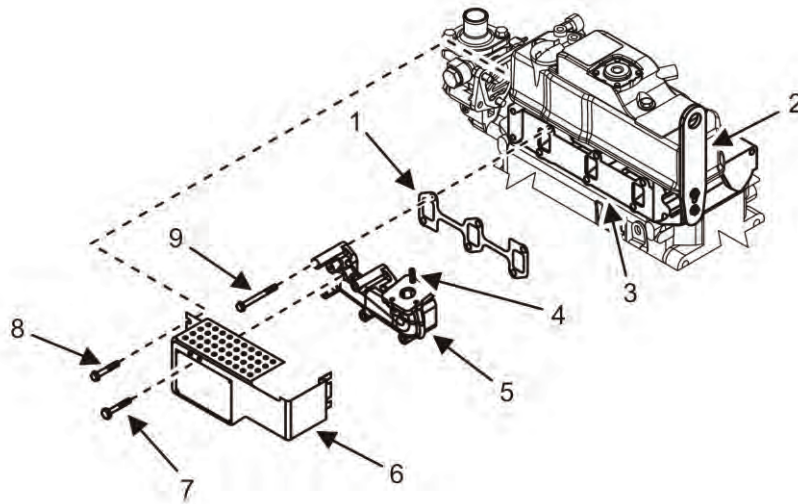


Figure 2. Exhaust Manifold Details — Removal.

NOTE

Ensure oil outlet line and bracket is removed from exhaust manifold when turbocharger is removed.

3. Remove three screws (Figure 2, Item 8) that secure the forward edge of exhaust heat shield (Figure 2, Item 6) to engine.
4. Loosen two screws (not shown) that secure the rear edge of exhaust heat shield (Figure 2, Item 6) and rear lifting bracket (Figure 2, Item 2) to engine.
5. Remove two screws (Figure 2, Item 7) that secure exhaust heat shield (Figure 2, Item 6) to exhaust manifold (Figure 2, Item 5).
6. Remove exhaust heat shield (Figure 2, Item 6) from engine.
7. Inspect exhaust heat shield (Figure 2, Item 6) for signs of obvious damage. Replace damaged exhaust heat shield (Figure 2, Item 6).
8. Remove exhaust manifold (Figure 2, Item 5) by removing six screws (Figure 2, Item 9) securing exhaust manifold (Figure 2, Item 5) to cylinder head (Figure 2, Item 3).
9. Remove and discard metal gasket (Figure 2, Item 1) from cylinder head (Figure 2, Item 3) mounting surface.
10. Cover exhaust opening in cylinder head (Figure 2, Item 3) to prevent dirt and debris from entering engine.

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

11. Clean exhaust manifold (Figure 2, Item 5) and cylinder head (Figure 2, Item 3) mounting surface with dry cleaning solvent and wiping rags.
12. Dispose of soiled wiping rags IAW local SOP.

END OF TASK

Inspect Exhaust Manifold

1. Inspect exhaust manifold (Figure 2, Item 5) visually for cracks and damage.
2. Replace exhaust manifold (Figure 2, Item 5) if cracked or damaged.
3. Inspect three turbocharger mounting studs (Figure 2, Item 4) in exhaust manifold (Figure 2, Item 5) for obvious signs of damage.
4. Replace turbocharger mounting studs (Figure 2, Item 4) if damaged.
5. Inspect six screws (Figure 2, Item 9) for cracks or damage.
6. Replace screws (Figure 2, Item 9), as required.

END OF TASK

Install Exhaust Manifold

1. Install three turbocharger mounting studs (Figure 2, Item 4) to exhaust manifold, if necessary.
2. Position new metal gasket (Figure 2, Item 1) to mounting location on exhaust manifold (Figure 2, Item 5).
3. Position exhaust manifold (Figure 2, Item 5) and new metal gasket (Figure 2, Item 1) to cylinder head (Figure 2, Item 3) mounting surface by aligning holes with one screw (Figure 2, Item 9).
4. Install exhaust manifold (Figure 2, Item 5) to cylinder head (Figure 2, Item 3) mounting surface by installing remaining five screws (Figure 2, Item 9) through exhaust manifold (Figure 2, Item 5) and into cylinder head (Figure 2, Item 3).
5. Torque exhaust manifold screws to 17 – 21 ft/lb (22.6 – 28.4 Nm).
6. Position exhaust heat shield (Figure 2, Item 6) to its mounting location on exhaust manifold (Figure 2, Item 5).
7. Slide mounting slots of exhaust heat shield (Figure 2, Item 6) behind heads of loosened screws (not shown) that secure rear lifting bracket (Figure 2, Item 2) to cylinder head (Figure 2, Item 3).
8. Align the mounting holes at the front of exhaust heat shield (Figure 2, Item 6) and the mounting holes on cylinder head (Figure 2, Item 3).
9. Secure front of exhaust heat shield (Figure 2, Item 6) to engine by installing three screws (Figure 2, Item 8) finger-tight.
10. Install two screws (Figure 2, Item 7) to secure exhaust heat shield (Figure 2, Item 6) to exhaust manifold (Figure 2, Item 5) finger-tight.
11. Tighten exhaust heat shield screws in steps 7, 9, and 10 to secure exhaust heat shield (Figure 2, Item 6).

NOTE

Ensure oil outlet line bracket is installed to exhaust manifold when turbocharger is installed.

12. Install turbocharger (WP 0079, Remove/Install Turbocharger).
13. Install exhaust flex pipe (WP 0077, Remove/Install Muffler).
14. Install top body panel (WP 0028, Remove/Install Top Body Panel).
15. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
16. Check oil level and add if required (TM-9-6115-750-10).
17. Close generator set doors.

CAUTION

Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply will cause damage to equipment.

18. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
19. Start engine and check for exhaust leaks and proper operation (TM 9 6115-750-10).
20. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL VALVE COVER

INITIAL SETUP:**Tools and Special Tools**

Hammer, Hand, Soft Face, Dead Blow (WP 0162, Table 2, Item 19)

Socket, Socket Wrench, 3/8" Dr, 6Pt, Regular, 12mm (WP 0162, Table 2, Item 30)

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB (WP 0162, Table 2, Item 53)

Materials/Parts

Gasket, valve cover (WP 0143, Repair Parts List, Figure 43, Item 11)

Packing P 12.0 (3) (WP 0143, Figure 43, Item 2)

Valve cover assembly, head (WP 0143, Figure 43, Item 1)

Cleaning compound, solvent (WP 0163, Expendable and Durable Items List, Item 11)

Grease, electrically conductive (WP 0163, Item 21)

Lubricating oil, engine (WP 0163, Item 24)

Rag, wiping (4) (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Exhaust elbow removed (WP 0079, Remove/Install Turbocharger)

Flex pipe removed (WP 0077, Remove/Install Muffler)

REMOVE/INSTALL VALVE COVER**Remove Valve Cover**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open left- and right-side door and locate valve cover (Figure 1).

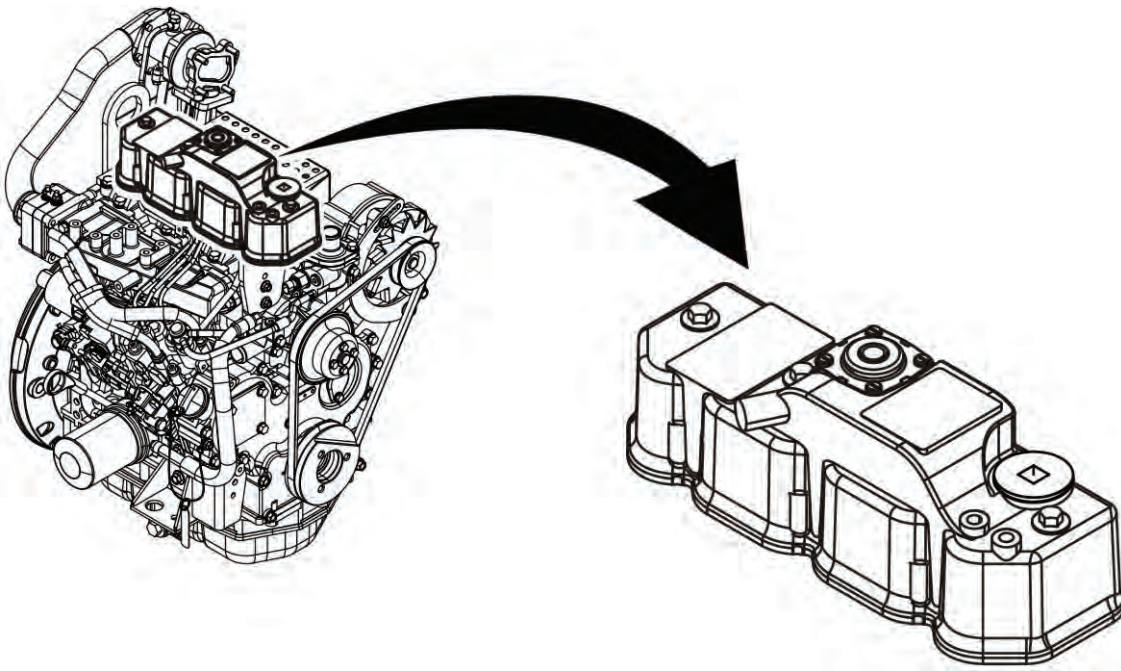


Figure 1. Valve Cover— Location.

3. Remove crankcase breather line (Figure 2, Item 8) from valve cover (Figure 2, Item 5) by opening hose clip (Figure 2, Item 1) and sliding away from valve cover nipple (Figure 2, Item 4).
4. Allow hose clip (Figure 2, Item 1) to remain on crankcase breather line (Figure 2, Item 8).
5. Inspect crankcase breather line (Figure 2, Item 8) for cracks and deterioration. Replace crankcase breather line (Figure 2, Items 8) if cracked or deteriorated.
6. Remove three valve cover nuts (Figure 2, Item 3).
7. Remove and discard three valve cover nut O-rings (Figure 2, Item 2).

NOTE

It may be necessary to lightly tap valve cover using a rubber mallet to loosen valve cover from cylinder head.

8. Remove valve cover (Figure 2, Item 5) from engine (Figure 2, Item 6).

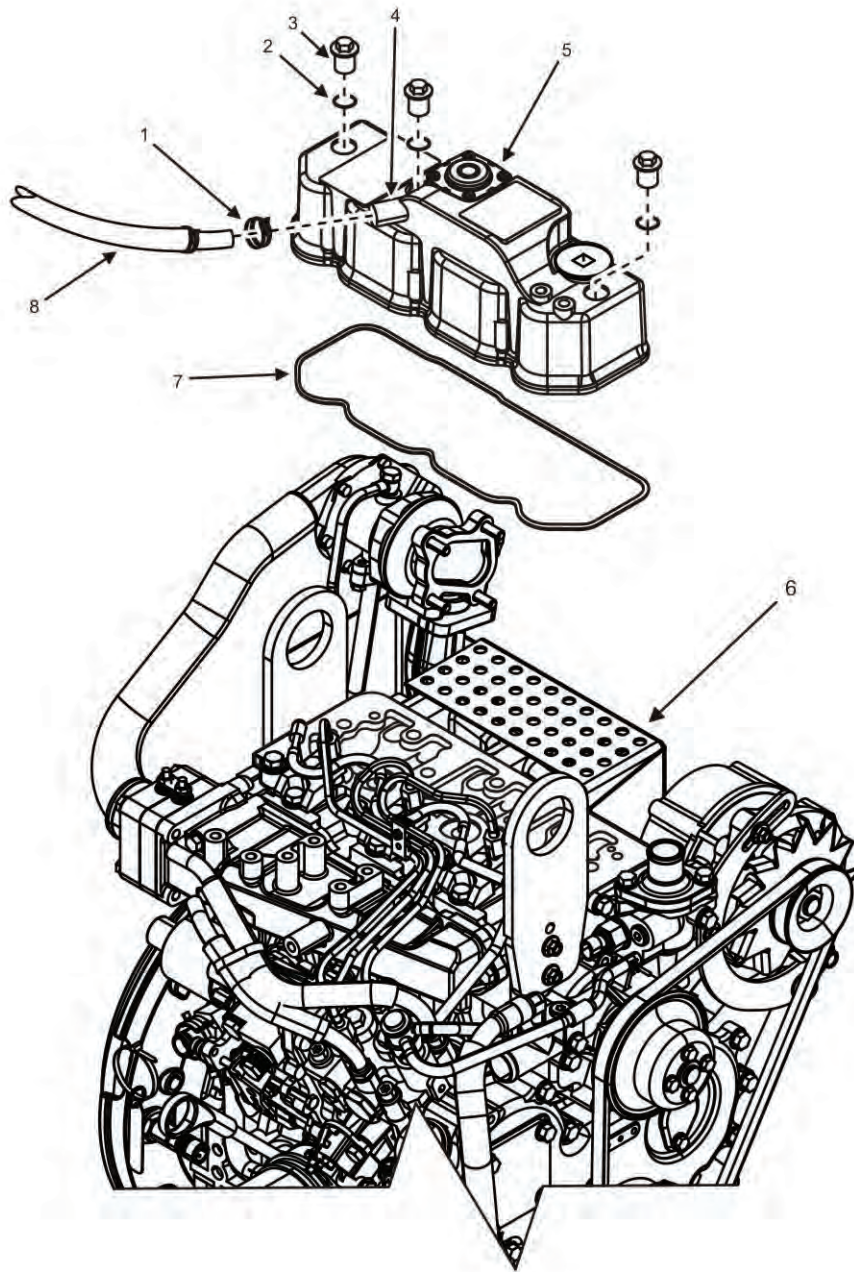


Figure 2. Remove Valve Cover — Detail.

CAUTION

If scraping of gasket material from valve cover is required, prevent gasket debris from entering cylinder head assembly by using wiping rags to cover or plug openings. Dislodged gasket material can clog oil passages and lead to engine damage. Failure to comply will cause damage to equipment.

9. Remove and discard valve cover gasket (Figure 2, Item 7).
10. Place valve cover (Figure 2, Item 5) on a suitable work surface.

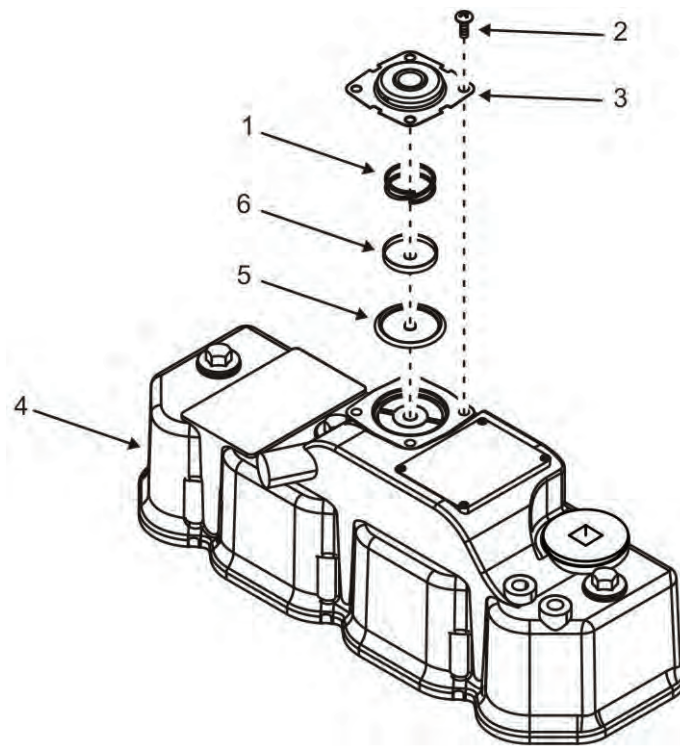


Figure 3. Remove Crankcase Breather Assembly — Detail.

11. Remove four bolts (Figure 3, Item 2) securing diaphragm cover (Figure 3, Item 3) on valve cover (Figure 3, Item 4).
12. Remove diaphragm cover (Figure 3, Item 3), spring (Figure 3, Item 1), diaphragm plate (Figure 3, Item 6), and diaphragm (Figure 3, Item 5).

END OF TASK

Inspect Valve Cover

1. Inspect valve cover (Figure 2, Item 5) for dents, cracks, and valve cover gasket residue.
2. Discard valve cover (Figure 2, Item 5) if cracked or severely dented or if dents lead to contact with valve train.

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

3. Clean valve cover (Figure 2, Item 5) and engine (Figure 2, Item 6) of gasket residue and sludge with dry cleaning solvent and a soft cloth.
4. Inspect diaphragm (Figure 3, Item 5) for tears. Replace diaphragm (Figure 3, Item 5) if torn.
5. Inspect spring (Figure 3, Item 1) for distortion. Replace spring (Figure 3, Item 1) if distorted.
6. Inspect diaphragm plate and cover (Figure 3, Items 6 and 3) for damage. Replace diaphragm plate and cover (Figure 3, Items 6 and 3) as required.

7. Clean crankcase breather assembly components (Figure 3, Items 1, 3, 5, and 6) with dry cleaning solvent and a soft cloth.
8. Dispose of rags IAW local SOP.

END OF TASK**Install Valve Cover Gasket****NOTE**

Wipe down hoses, parts, and connectors with wiping rag prior to installation to aid during operational checkout.

1. Install diaphragm (Figure 3, Item 5), diaphragm plate (Figure 3, Item 6), and spring (Figure 3, Item 1) into valve cover (Figure 3, Item 4).
2. Install diaphragm cover (Figure 3, Item 3) to valve cover (Figure 3, Item 4) with four bolts (Figure 3, Item 2).
3. Apply a light coat of engine oil to new valve cover gasket (Figure 2, Item 7).
4. Position new valve cover gasket (Figure 2, Item 7) in valve cover (Figure 2, Item 5).
5. Position valve cover (Figure 2, Item 5) on engine (Figure 2, Item 6).
6. Apply a thin coat of clean engine oil to three new valve cover nut O-rings (Figure 2, Items 2).
7. Install three valve cover nuts (Figure 2, Items 3) and three new valve cover nut O-rings (Figure 2, Items 2) to valve cover (Figure 2, Item 5). Finger-tighten.
8. Tighten three valve cover nuts (Figure 2, Items 3) to 7 – 9 ft/lb (9.8 Nm – 11.8 Nm).
9. Attach crankcase breather line (Figure 2, Item 8) to valve cover nipple (Figure 2, Item 4).
10. Secure crankcase breather line (Figure 2, Item 8) by sliding hose clip (Figure 2, Item 1) onto valve cover nipple (Figure 2, Item 4).
11. Install exhaust elbow (WP 0079, Remove/Install Turbocharger).
12. Install flex pipe (WP 0077, Remove/Install Muffler).
13. Install top body panel (WP 0028, Remove/Install Top Body Panel).
14. Install negative battery cable to right-hand battery (WP 0036, Remove/Install Batteries).
15. Check oil and add if required.
16. Close left- and right-side doors.
17. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
18. Start engine and check for leaks and proper operation (TM 9 6115-750-10).
19. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
SERVICE ENGINE VALVES

INITIAL SETUP:**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Gasket, valve cover (WP 0143, Repair Parts List, Figure 43, Item 11)

Brush, wire, scratch, brass wire (WP 0163, Expendable and Durable Items List, Item 8)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Fuel, diesel (WP 0163, Item 20)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Valve cover removed (WP 0081, Remove/Install Valve Cover)

SERVICE ENGINE VALVES

Check Valve Clearance

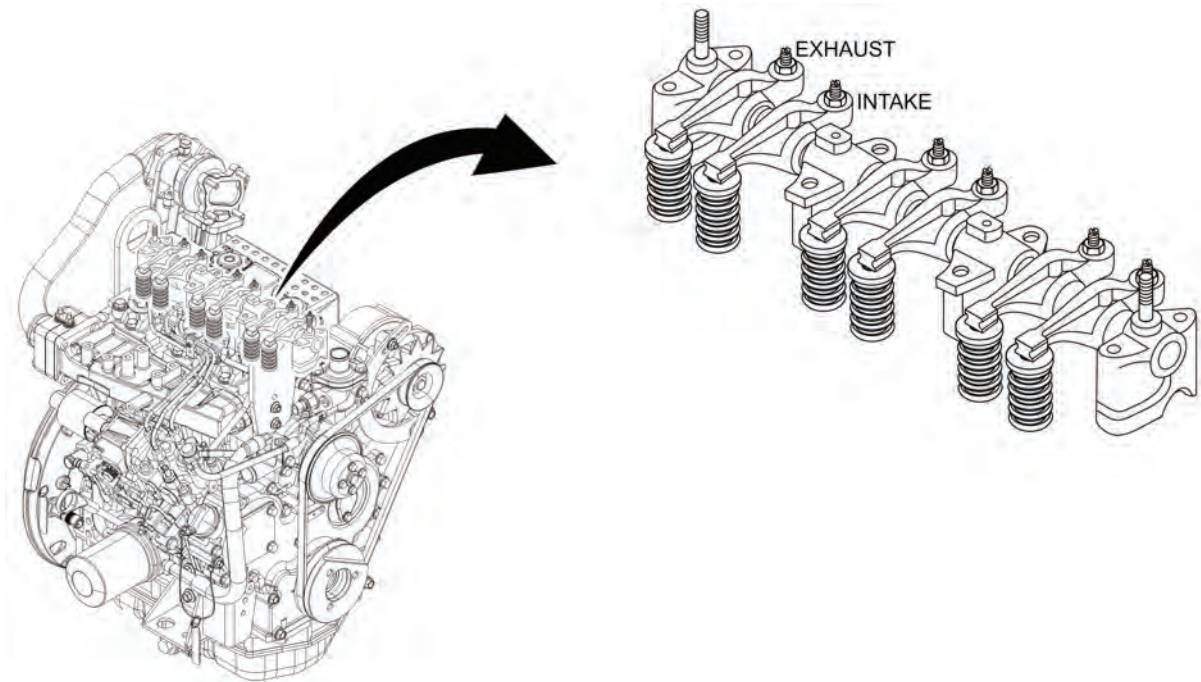


Figure 1. Service Valves — Location.

NOTE

Top Dead Center (TDC) is marked as TC on the flywheel.

It is advisable to adjust each valve (if required) as it is checked.

TDC is achieved when both rocker arms on cylinder number 1 are loose and cylinder TDC mark on flywheel is visible through the timing port of flywheel casting. Number one cylinder is on flywheel end of engine. The firing order of the engine cylinders is 1-3-2. See Table 1 for intake and exhaust valve closure in relation to number one cylinder position.

Table 1. Valve Closure.

CYLINDER NUMBER	ONE		TWO		THREE	
	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake
Number one cylinder at TDC compression (rocker arms loose)	X	X		X	X	
Number one cylinder at TDC exhaust (360 degrees from TDC compression)			X			X

NOTE

Number one cylinder is on flywheel end of engine. The short rocker arm operates the exhaust valve, and the long rocker arm operates the intake valve (Figure 1).

1. Ensure equipment conditions are met in order presented in initial setup.
2. Open right-side door.
3. Insert socket wrench attached to breaker bar on harmonic balancer bolt and rotate crankshaft clockwise at gear case end to bring piston in cylinder number 1 to TDC on compression stroke.
4. Place a matching mark on harmonic balancer and front crankcase cover once TDC compression of cylinder number one is achieved.

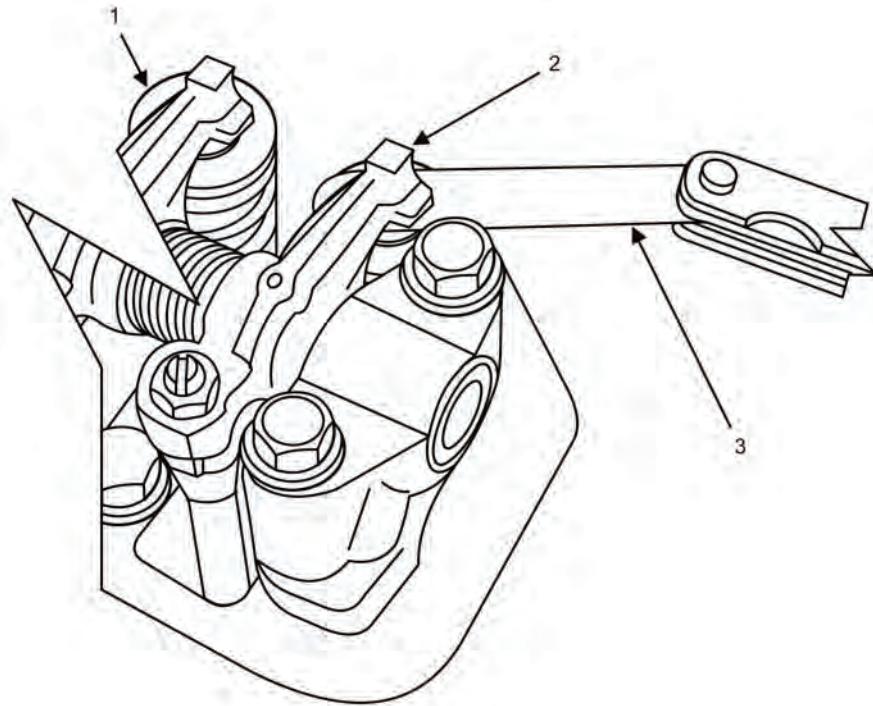


Figure 2. Check Valve Clearance.

5. Check valve clearance between bottom of rocker arm (Figure 2, Item 2) and top of valve cap on valve (Figure 2, Item 1) for exhaust and intake valve of number one cylinder, exhaust valve of number two cylinder, and intake valve of number three cylinder.
 - a. Determine valve (Figure 2, Item 1) clearance by inserting feeler gage (Figure 2, Item 3) until one is found that lightly drags in gap between top of valve cap on valve (Figure 2, Item 1) and bottom of rocker arm (Figure 2, Item 2).
 - b. Record clearance results (size of feeler gage (Figure 2, Item 3)) to use as a judgment of wear.
 - c. Compare clearance to factory specifications:

NOTE

It is advisable to adjust each valve (if required) as it is checked. Minimum factory specification is 0.006 in (0.15 mm). Maximum factory specification is 0.010 in (0.25 mm).

6. Proceed to adjust valves if measurement is not within specifications. See Adjust Valve Clearance task.
7. Rotate crankshaft 360 degrees from matching marks made in step 4.
8. Check remaining exhaust valve of number two cylinder and intake valve of number three cylinder using step 5, sub-steps a through c.
9. Proceed to step 10 if clearance measurement of all valves is within specifications given.
10. Install valve cover (WP 0081, Remove/Install Valve Cover).
11. Install front body panel (WP 0029, Remove/Install Front Body Panel).
12. Install top body panel (WP 0028, Remove/Install Top Body Panel).
13. Connect battery ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
14. Close right-side door.
15. Turn engine control switch to PRIME & RUN (TM 9 6115-750-10).
16. Start engine and check for proper operation (TM 9 6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
17. Repair as required.

END OF TASK**Adjust Valve Clearance****CAUTION**

If there is no rocker arm/valve clearance when cylinder is at TDC of compression stroke, extreme wear and damage to cylinder head and valves is possible. Ensure valve adjustment is carried out properly and rocker arm adjustment lock nuts are secure. Failure to comply will cause damage to equipment.

NOTE

If adjusting cylinders individually, the cylinder to be adjusted first does not have to be cylinder number one. Select and adjust cylinder where piston is nearest to TDC after turning crankshaft. Make adjustments to other cylinders in firing order by turning crankshaft clockwise 240 degrees, two-thirds of a complete turn, after each adjustment.

1. Check clearance gap for dirt and wear.

WARNING

Eye protection is required when working with compressed air. Do not use compressed air to clean skin. Do not aim at personnel. Compressed air can propel particles at high velocity and injure eyes. Failure to comply may cause injury or death to personnel.

2. Use compressed air to clean dirt, if present.

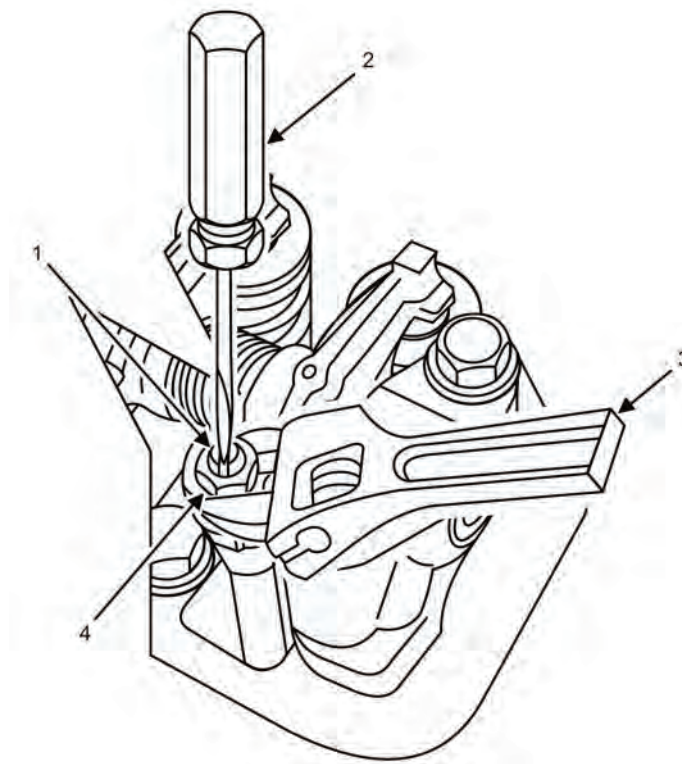


Figure 3. Adjust Valve Clearance.

3. Loosen valve adjusting screw lock nut (Figure 3, Item 4) with wrench (Figure 3, Item 3) while holding valve adjusting screw (Figure 3, Item 1) with screwdriver (Figure 3, Item 2).
4. Loosen valve adjusting screw (Figure 3, Item 1) sufficiently to allow easy insertion of feeler gage (Figure 2, Item 3).
5. Insert feeler gage (Figure 2, Item 3) 0.008 in (0.20 mm) between top of valve cap on valve (Figure 2, Item 1) and bottom of rocker arm (Figure 2, Item 2).
6. Tighten valve adjusting screw (Figure 3, Item 1) until slight drag is felt on feeler gage (Figure 2, Item 3) as it is being slid back and forth.

NOTE

Clearance tends to slightly decrease when lock nut is tightened. It is recommended to make initial clearance adjustment slightly loose before tightening lock nut.

7. Tighten valve adjusting screw lock nut (Figure 3, Item 4) while holding valve adjusting screw (Figure 3, Item 1) in place.

8. Verify clearance and adjust as necessary.
9. Apply light coat of lubricating oil to contact surfaces of push rod (not shown) and valve adjusting screw (Figure 3, Item 1).
10. Repeat steps 1 through 9 for remaining valves in need of adjustment.
11. Continue to step 8 of Check Valves and Clearance task.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL FLYWHEEL

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)
Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB (WP 0162, Table 2, Item 51)

Materials/Parts

Flywheel (WP 0138, Repair Parts List, Figure 38, Item 3)
Flywheel (WP 0138, Figure 38, Item 4)
Screw, hex flange head (M10 X 1.5 X 25) (10) (WP 0138, Figure 38, Item 2)
Alcohol, denatured (WP 0163, Expendable and Durable Items List, Item 1)
Lubricating oil, engine (WP 0163, Item 24)
Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)
Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
Engine cool
AC generator assembly removed (WP 0053, Remove/Install 50/60 Hz AC Generator Assembly or WP 0054, Remove/Install 400 Hz AC Generator Assembly)

REMOVE/INSTALL FLYWHEEL**Remove Flywheel****WARNING**

When lifting the engine, use lifting equipment with minimum lifting capacity of 500 lb (227 kg). Do not stand or put arms, legs, or any body part under hoisted load. Do not permit engine to swing while hoisted. Failure to comply may cause injury or death to personnel.

NOTE

The engine must be removed from the generator set to gain access to the flywheel. Remove the flywheel from the engine while the engine is still suspended on the lifting device.

1. Ensure equipment conditions are met in order presented at initial set-up.
2. Locate flywheel (Figure 1) on engine assembly.

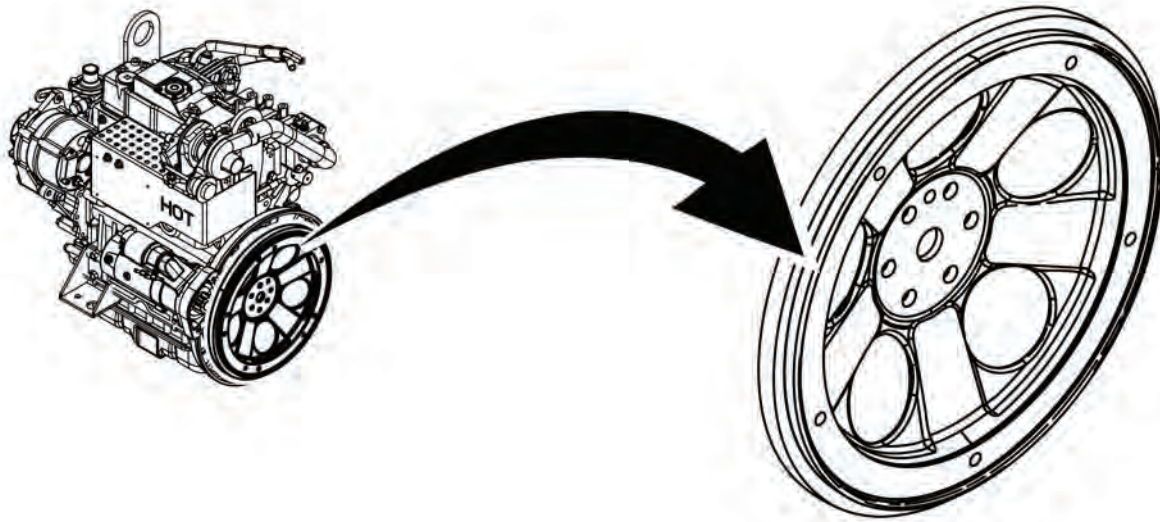


Figure 1. Flywheel — Location.

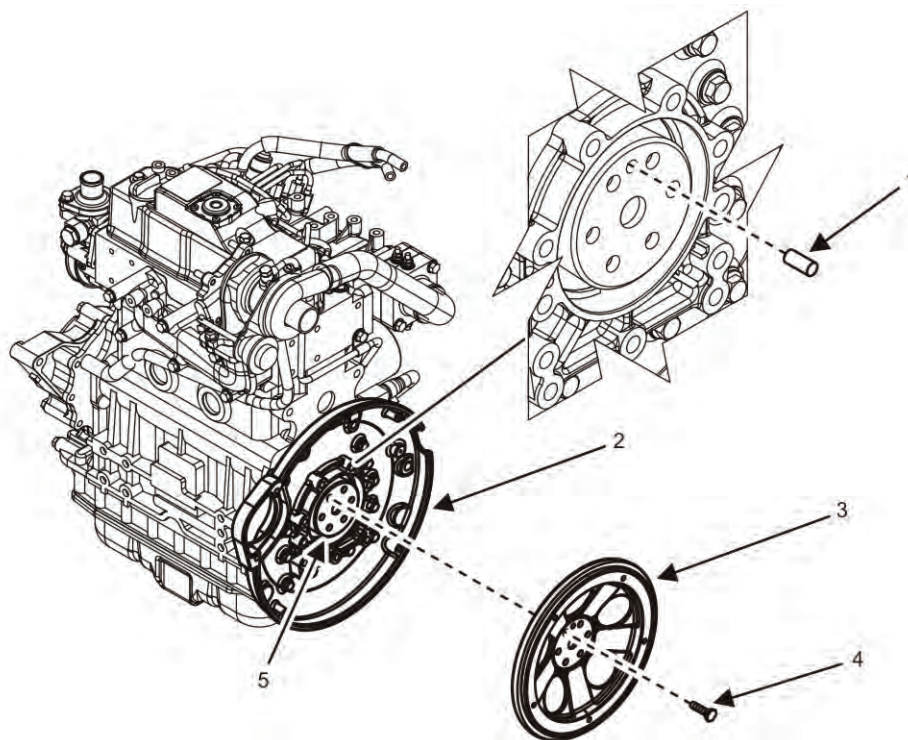


Figure 2. Remove Flywheel.

NOTE

Proper orientation of the flywheel to the engine crankshaft is ensured by the indexing dowel pin installed in the crankshaft. There is no need to mark flywheel and crankshaft prior to removal.

3. Remove six screws (Figure 2, Item 4) securing flywheel (Figure 2, Item 3) to crankshaft flange (Figure 2, Item 5).
4. Remove flywheel (Figure 2, Item 3) from engine (Figure 2, Item 2) and place on a suitable work surface.

END OF TASK

Inspect Flywheel

1. Inspect flywheel (Figure 2, Item 3) for obvious signs of damage or corrosion, and replace if damaged or corroded.
2. Clean flywheel (Figure 2, Item 3) using denatured alcohol and a wiping rag prior to installation.
3. Check crankshaft flange (Figure 2, Item 5) to be sure dowel pin (Figure 2, Item 1) is intact.

END OF TASK

Install Flywheel

1. Clean mating surfaces of flywheel (Figure 2, Item 3) and crankshaft flange (Figure 2, Item 5) with denatured alcohol prior to installing flywheel.

WARNING

Support components when removing attaching hardware or component may fall. Failure to comply may cause injury or death to personnel and damage to equipment.

2. Position flywheel (Figure 2, Item 3) to its mounting location on crankshaft flange (Figure 2, Item 5). Be sure to engage dowel pin (Figure 2, Item 1) on crankshaft flange (Figure 2, Item 5) into corresponding alignment hole in flywheel (Figure 2, Item 3) to assure proper engine timing.
3. Support flywheel (Figure 2, Item 3) on crankshaft flange (Figure 2, Item 5).
4. Apply clean engine oil to threads and undercut of screws (Figure 2, Item 4) prior to installation.
5. Secure flywheel (Figure 2, Item 3) to crankshaft flange (Figure 2, Item 5) by installing six new screws (Figure 2, Item 4). Finger-tighten.
6. Torque six screws (Figure 2, Item 4) in a cross pattern to a value of 35 – 42 ft/lb (47 – 57 Nm).
7. Install AC generator assembly (WP 0053, Remove/Install 50/60 Hz AC Generator Assembly or WP 0054, Remove/Install 400 Hz AC Generator Assembly).
8. Dispose of soiled rags IAW local SOP.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL CRANKCASE REAR BEARING CASE COVER

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Case assembly, oil seal (WP 0139, Repair Parts List, Figure 39, Item 2)

Seal, oil (WP 0139, Figure 39, Item 3)

Cleaning compound, solvent (WP 0163, Expendable and Durable Items List, Item 11)

Compound, sealing (WP 0163, Item 16)

Grease, general purpose (WP 0163, Item 22)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Flywheel removed (WP 0083, Remove/Install Flywheel)

REMOVE/INSTALL CRANKCASE REAR BEARING CASE COVER**Remove Crankcase Rear Bearing Case Cover**

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate crankcase rear bearing case cover (Figure 1).

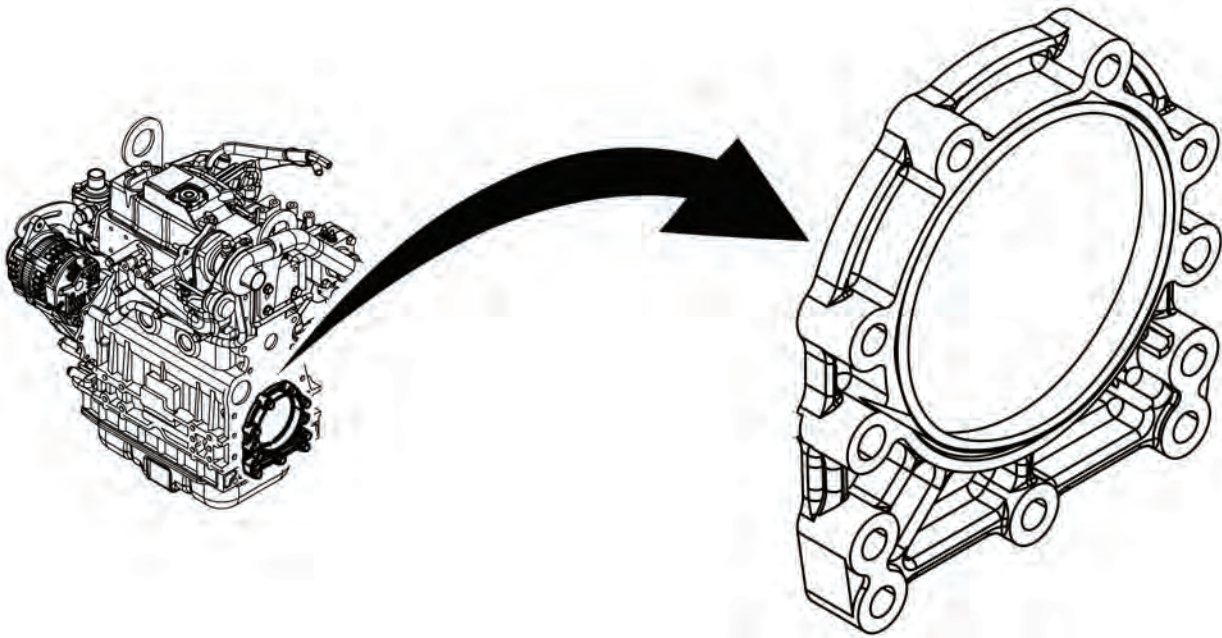


Figure 1. Crankcase Rear Bearing Case Cover — Location.

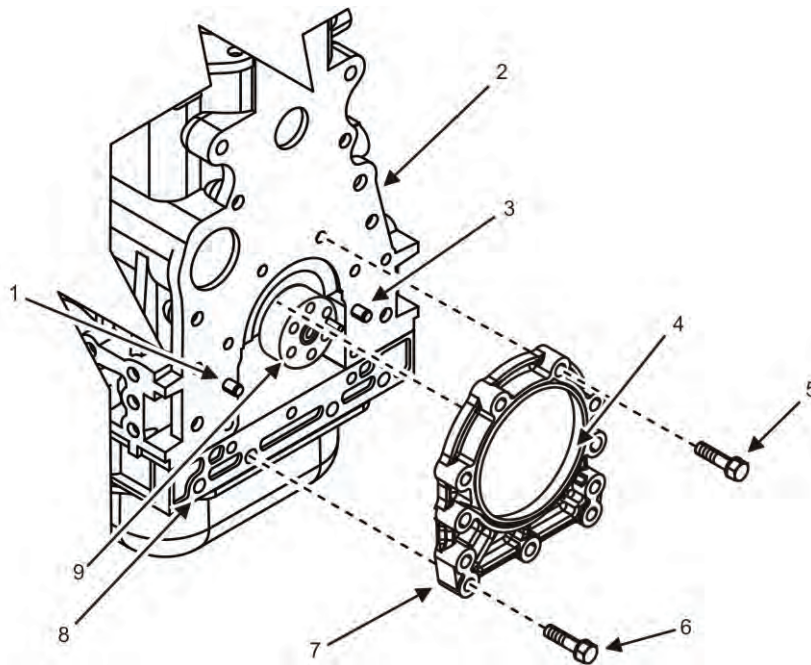


Figure 2. Crankcase Rear Bearing Case Cover — Removal.

NOTE

Three M8-35 mm bolts secure crankcase rear bearing case cover to oil pan spacer. Six M8-30 mm bolts secure crankcase rear bearing case cover to engine block.

3. Remove three M8-35 mm bolts (Figure 2, Item 6) securing rear bearing case cover (Figure 2, Item 7) to oil pan spacer (Figure 2, Item 8).
4. Remove six M8-30 mm bolts (Figure 2, Item 5) securing rear bearing case cover (Figure 2, Item 7) to engine block (Figure 2, Item 2).

CAUTION

If use of pry bar is necessary to remove crankcase rear bearing case cover, take care not to damage crankcase rear bearing case cover or engine block. Failure to comply may cause damage to equipment.

5. Remove rear bearing case cover (Figure 2, Item 7), using pry bar if necessary, to separate from gasket material and dowel pins (Figure 2, Items 1 and 3).
6. Remove and discard rear bearing case oil seal (Figure 2, Item 4).

CAUTION

If scraping of gasket material from mounting surfaces is necessary, ensure that mounting surfaces are not scratched or damaged. Failure to comply may cause damage to equipment.

7. Scrape excess gasket-forming compound from engine block (Figure 2, Item 2).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

8. Clean mating surfaces of crankshaft (Figure 2, Item 9), engine block (Figure 2, Item 2), and rear bearing case cover (Figure 2, Item 7) with dry cleaning solvent and wiping rags to remove dirt, debris, grease, and oil.
9. Dispose of soiled rags IAW local SOP.

END OF TASK

Inspect Crankcase Rear Bearing Case Cover

1. Inspect rear bearing case cover (Figure 2, Item 7) for cracks or damage. Replace as required.
2. Inspect dowel pins (Figure 2, Items 1 and 3) for signs of damage. Replace as required.
3. Inspect bolts (Figure 2, Items 5 and 6) for damaged or worn threads. Replace as required.

END OF TASK

Install Crankcase Rear Bearing Case Cover

1. Coat new rear bearing case oil seal (Figure 2, Item 4) with automotive grease.
2. Install new rear bearing case oil seal (Figure 2, Item 4) into rear bearing case cover (Figure 2, Item 7).

CAUTION

Take care during installation to avoid damage to outer surface of seal. Failure to comply may cause damage to equipment.

3. Apply gasket-forming compound to mounting surface of rear bearing case cover (Figure 2, Item 7).
4. Position rear bearing case cover (Figure 2, Item 7) to engine block (Figure 2, Item 2), aligning rear bearing case cover (Figure 2, Item 7) with dowel pins (Figure 2, Items 1 and 3).
5. Install six M8-30 mm bolts (Figure 2, Item 5) securing rear bearing case cover (Figure 2, Item 7) to engine block (Figure 2, Item 2). Finger-tighten.
6. Install three M8-35 mm bolts (Figure 2, Item 6) securing rear bearing case cover (Figure 2, Item 7) to oil pan spacer (Figure 2, Item 8). Finger-tighten.

CAUTION

Crankcase rear bearing case cover is aluminum alloy material. When tightening bolts to aluminum alloy, 80% of torque values must be used. Failure to comply may cause damage to equipment.

7. Tighten nine bolts (Figure 2, Items 5 and 6).
8. Install flywheel (WP 0083, Remove/Install Flywheel).

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL ENGINE SPEED SENSOR

INITIAL SETUP**Test Equipment**

Bank, Load (WP 0162, Table 2, Item 6)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Sensor, magnetic speed (WP 0127, Repair Parts List, Figure 27, Item 1)

Personnel Required

91D (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

REMOVE/INSTALL ENGINE SPEED SENSOR**WARNING**

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

Adjust Engine Speed Sensor

1. Ensure equipment conditions are met in the order presented in initial setup.
2. Open right-side door.
3. Locate engine speed sensor (Figure 1) on engine flywheel housing (Figure 2, Item 5).

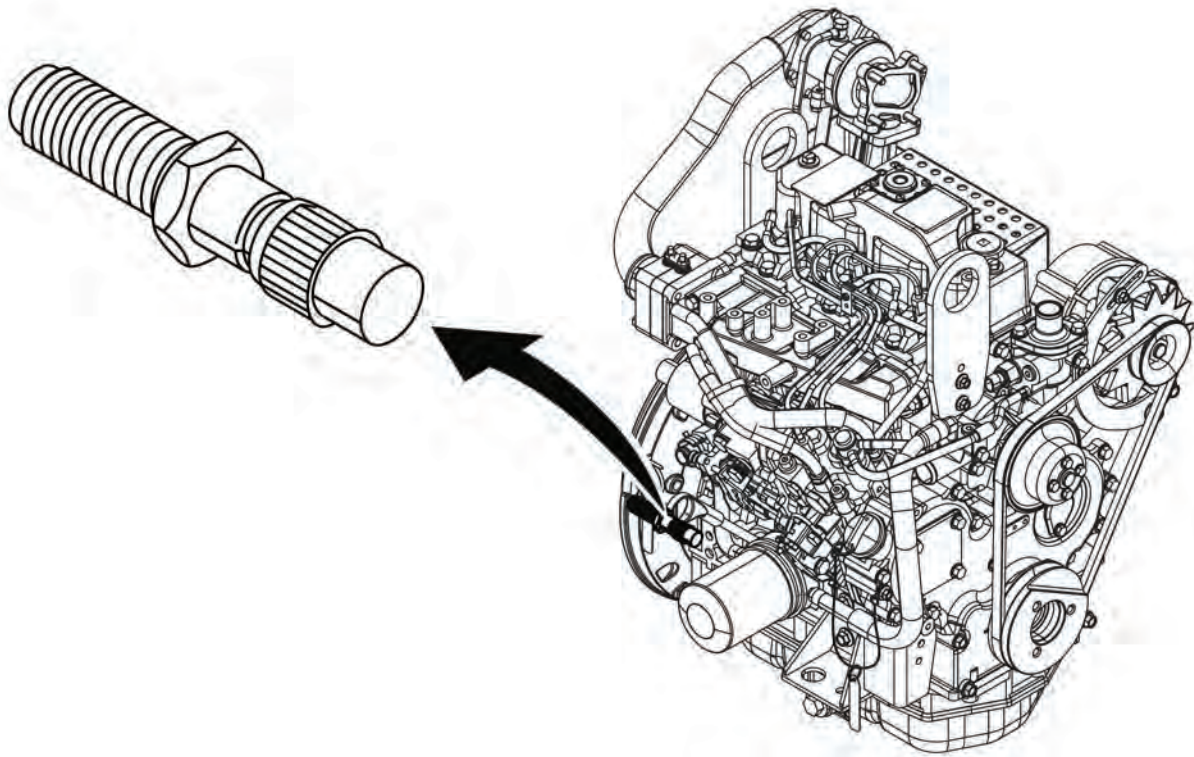


Figure 1. Engine Speed Sensor — Location.

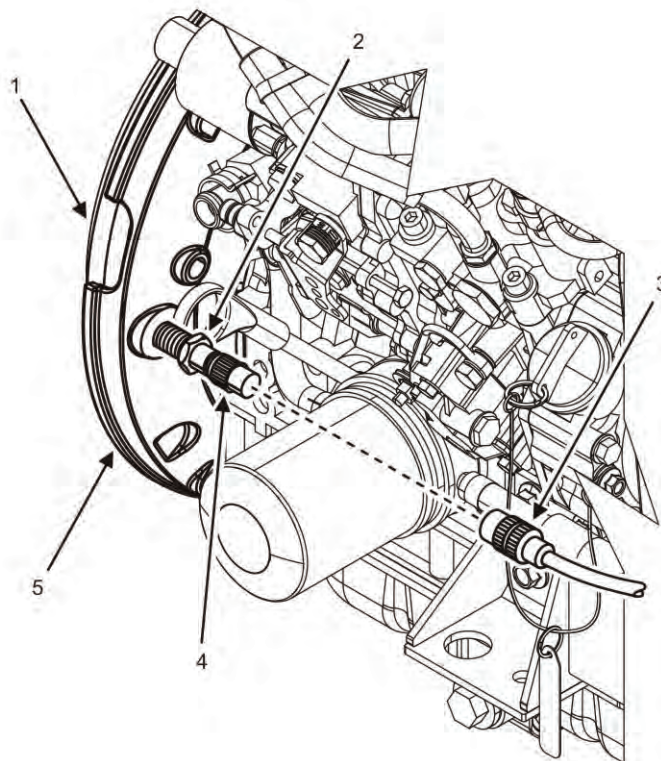


Figure 2. Engine Speed Sensor — Adjust.

CAUTION

Engine speed sensor is a magnetic pickup device. There must be a specific gap between engine speed sensor and flywheel. Engine speed reading will not be transmitted to unit DCS if gap is not within specification or if engine speed sensor contacts flywheel. Failure to comply may cause damage to equipment.

NOTE

Gap between tip of engine speed sensor (Figure 2, Item 2) and flywheel should be 0.025 in (0.635 mm).

4. Adjust gap of engine speed sensor (Figure 2, Item 2) as follows:
 - a. Disconnect electrical connector (Figure 2, Item 3) from engine speed sensor (Figure 2, Item 2).
 - b. Loosen jam nut (Figure 2, Item 4) that secures engine speed sensor (Figure 2, Item 2) to flywheel housing (Figure 2, Item 5).

CAUTION

Engine speed sensor is very fragile. When adjusting engine speed sensor, turn sensor inward very slowly until engine speed sensor just touches flywheel. Hard contact with the flywheel may cause engine speed sensor to fail. Failure to comply may cause damage to equipment.

- c. Turn engine speed sensor (Figure 2, Item 2) slowly inward (clockwise) until engine speed sensor (Figure 2, Item 2) just contacts flywheel.
 - d. Tighten jam nut (Figure 2, Item 4) until it lightly touches flywheel housing (Figure 2, Item 5).
 - e. Turn engine speed sensor (Figure 2, Item 2) (with jam nut (Figure 2, Item 4) attached) outward (counterclockwise) until gap between flywheel housing (Figure 2, Item 5) and jam nut (Figure 2, Item 4) is 0.032 – 0.035 in.
 - f. Tighten jam nut (Figure 2, Item 4) firmly against flywheel housing (Figure 2, Item 5) while holding the engine speed sensor (Figure 2, Item 2) stationary to maintain the correct gap.
 - g. Connect electrical connector (Figure 2, Item 3) to engine speed sensor (Figure 2, Item 2).
5. Install negative ground cable to right-hand battery. (WP 0036, Remove/Install Batteries)
6. Close generator set doors door.

CAUTION

Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply will cause damage to equipment.

7. Turn engine control switch to PRIME and RUN (TM 9-6115-750-10).
8. Start engine and check for proper operation (TM 9-6115-750-10).
9. Repair as required.

END OF TASK

Remove Engine Speed Sensor

1. Ensure equipment conditions are met in the order presented in initial setup.
2. Open right-side door.
3. Locate engine speed sensor (Figure 1).

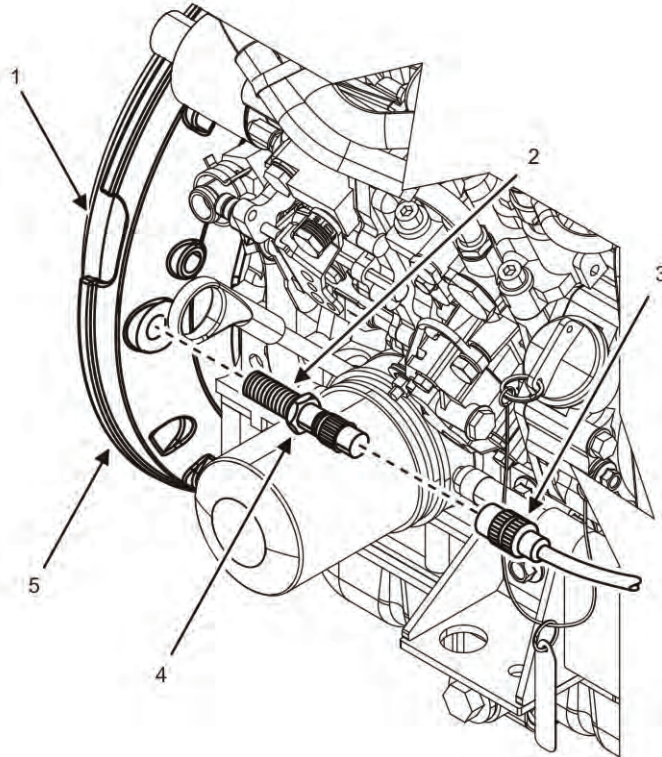


Figure 3. Engine Speed Sensor — Removal.

4. Disconnect electrical connector (Figure 3, Item 3) at engine speed sensor (Figure 3, Item 2).
5. Loosen jam nut (Figure 3, Item 4) that secures engine speed sensor (Figure 3, Item 2) to flywheel housing (Figure 3, Item 5).
6. Remove engine speed sensor (Figure 3, Item 2) from flywheel housing (Figure 3, Item 5) by turning engine speed sensor (Figure 3, Item 2) counterclockwise.
7. Inspect engine speed sensor (Figure 3, Item 2) for signs of obvious damage. Replace damaged engine speed sensor (Figure 3, Item 2) as required.

END OF TASK

Install Engine Speed Sensor

1. Position engine speed sensor (Figure 3, Item 2) to its mounting location on intake side of engine at flywheel housing (Figure 3, Item 5).

CAUTION

Engine speed sensor is a magnetic pickup device. There must be a specific gap between engine speed sensor and flywheel. Engine speed reading will not be transmitted to unit DCS if gap is not within specification, or if engine speed sensor contacts flywheel. Failure to do so may cause damage to equipment.

2. Install engine speed sensor (Figure 3, Item 2) into flywheel housing (Figure 3, Item 5) by turning clockwise. Stop installation before engine speed sensor (Figure 3, Item 2) contacts flywheel (Figure 3, Item 1).
3. Adjust gap between engine speed sensor (Figure 3, Item 2) and flywheel (Figure 3, Item 1). See Adjust Engine Speed Sensor task.
4. Connect electrical connector (Figure 3, Item 3) to engine speed sensor (Figure 3, Item 2).
5. Close generator set doors.
6. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).

CAUTION

Operating generator set with doors open or with panels removed for an extended length of time will cause engine to overheat. Do not operate generator with doors open or panels removed for longer than necessary to complete your task. Monitor DCS temperature indicator to prevent engine overheating. Failure to comply will cause damage to equipment.

7. Turn engine control switch to PRIME and RUN (TM 9-6115-750-10).
8. Start engine and check for proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
9. Repair as required.

END OF TASK**END OF WORK PACKAGE**

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL OIL PAN AND STRAINER

INITIAL SETUP:

Tools and Special Tools

Tool Kit, General Mechanics (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Gasket, pipe (WP 0137, Repair Parts List, Figure 37, Item 8)

Pan, lubricating oil (WP 0137, Figure 37, Item 3)

Strainer, oil inlet (WP 0137, Figure 37, Item 7)

Cleaning compound, solvent (WP 0163, Expendable and Durable Items List, Item 11)

Compound, sealing (WP 0163, Item 16)

Pan, drain (WP 0163, Item 29)

Rag, wiping (4) (WP 0163, Item 32)

Tag, marker (WP 0163, Item 36)

Personnel Required

91D (1)

Assistant (1)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Engine assembly removed (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly)

Engine inverted on engine stand

REMOVE/INSTALL OIL PAN AND OIL STRAINER

Remove Oil Pan and Oil Strainer

1. Ensure equipment conditions are met in the order presented in initial setup.
2. Locate oil pan and strainer (Figure 1).

NOTE

Figure 2 shown in proper orientation for clarity.

There are 18 M8-45 mm bolts and four M8-16 mm bolts securing oil pan to engine. Bolts must be tagged or have location noted during removal.

3. Remove and tag location of 22 bolts (Figure 2, Items 5, 6, and 7) securing oil pan (Figure 2, Item 8) to oil pan spacer (Figure 2, Item 2).

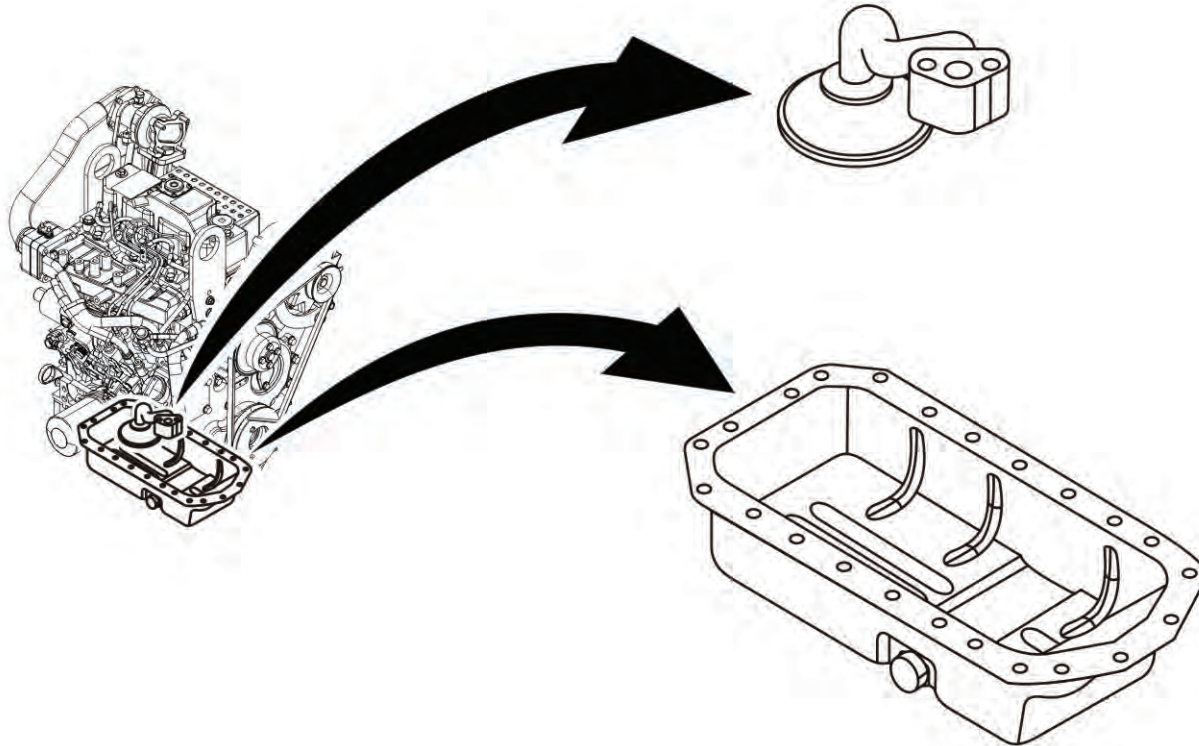


Figure 1. Oil Pan and Strainer — Location.

WARNING

Support components when removing attaching hardware or component may fall. Failure to comply may cause injury or death to personnel and damage to equipment.

4. Remove oil pan (Figure 2, Item 8) from engine (Figure 2, Item 1) by lightly tapping oil pan (Figure 2, Item 8) with rubber mallet, if necessary.

CAUTION

If scraping gasket material from mounting surfaces is necessary, ensure that mounting surfaces are not scratched or damaged. Damaged mounting surfaces may seal improperly. Failure to comply may cause damage to equipment.

When scraping gasket material from engine, keep gasket scrapings and other foreign material from entering engine. Failure to comply may cause damage to equipment.

5. Remove gasket material from mounting surfaces of oil pan (Figure 2, Item 8) and oil pan spacer (Figure 2, Item 2) by scraping, if necessary.

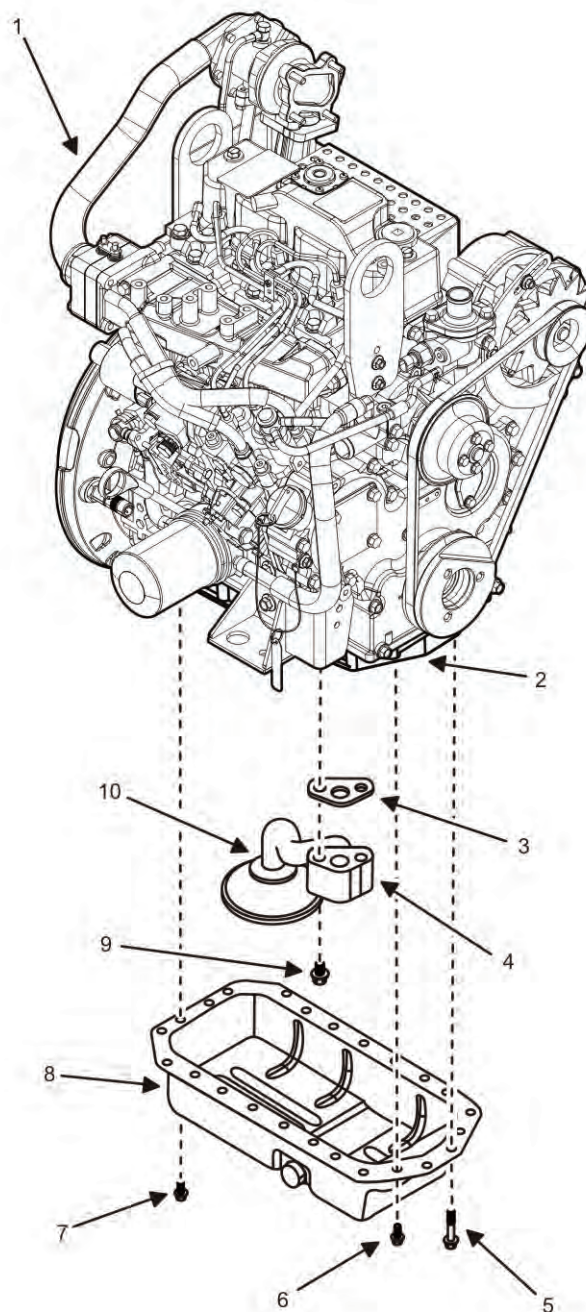


Figure 2. Oil Pan — Removal.

6. Remove two bolts (Figure 2, Item 9) securing oil strainer (Figure 2, Item 10) to engine (Figure 2, Item 1).
7. Remove oil strainer (Figure 2, Item 10) from engine (Figure 2, Item 1).
8. Remove and discard gasket (Figure 2, Item 3) from oil strainer (Figure 2, Item 10) on mounting surface.

CAUTION

If scraping gasket material from mounting surfaces is necessary, ensure that mounting surfaces are not scratched or damaged. Damaged mounting surfaces may seal improperly. Failure to comply may cause damage to equipment.

When scraping gasket material from engine block, keep gasket scrapings and other foreign material from entering engine block. Failure to comply may cause damage to equipment.

9. Remove excess gasket compound by scraping, if necessary.

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

10. Clean surface of gasket residue using dry cleaning solvent and wiping rags.

END OF TASK

Inspect Oil Pan and Strainer

1. Inspect oil pan (Figure 2, Item 8) for dents, cracks, and other damage.
2. Repair small dents in oil pan (Figure 2, Item 8) by tapping back into place with rubber mallet.
3. Replace oil pan (Figure 2, Item 8) if large dents or cracks that may affect capacity or oil flow are present.
4. Remove excess oil from oil pan (Figure 2, Item 8) with wiping rag prior to installation.
5. Inspect oil strainer (Figure 2, Item 10) for cracked or bent tube, or broken screen.
6. Replace oil strainer (Figure 2, Item 10) if tube is cracked or bent or if screen is broken.
7. Clean oil strainer (Figure 2, Item 10) thoroughly with dry cleaning solvent and wiping rags prior to installation.
8. Inspect oil pan spacer (Figure 2, Item 2) for cracks, dents, or other damage.
9. Replace oil pan spacer (Figure 2, Item 2) if cracked, dented, or damaged.
10. Inspect all 22 bolts (Figure 2, Items 5, 6, and 7) for excessive wear or damaged threads.
11. Replace any bolt (Figure 2, Items 5, 6, and 7) that is excessively worn or has damaged threads.

END OF TASK

Install Oil Pan and Oil Strainer

1. Install new gasket (Figure 2, Item 3) to oil strainer (Figure 2, Item 10) mounting surface.
2. Position oil strainer (Figure 2, Item 10) to its mounting location on engine (Figure 2, Item 1).

CAUTION

Oil strainer is aluminum alloy material. When tightening bolts to aluminum alloy, 80% of torque values must be used. Failure to comply may cause damage to equipment.

3. Install two bolts (Figure 2, Item 9) to secure oil strainer (Figure 2, Item 10) to engine (Figure 2, Item 1).
4. Tighten oil strainer bolts (Figure 2, Item 9).

5. Apply gasket-forming compound (Figure 3, Item 3) to where bottom of oil pan spacer (Figure 3, Item 2) on engine (Figure 3, Item 1) mounts with oil pan (Figure 3, Item 4).
6. Position oil pan (Figure 3, Item 4) to its mounting location on oil pan spacer (Figure 3, Item 2).
7. Install four M8-16 mm bolts (Figure 2, Items 6 and 7) to oil pan (Figure 2, Item 8) IAW tags. Finger-tighten.
8. Secure oil pan (Figure 2, Item 8) to engine (Figure 2, Item 1) by installing 18 M8-45 mm bolts (Figure 2, Item 5) IAW tags. Finger-tighten.

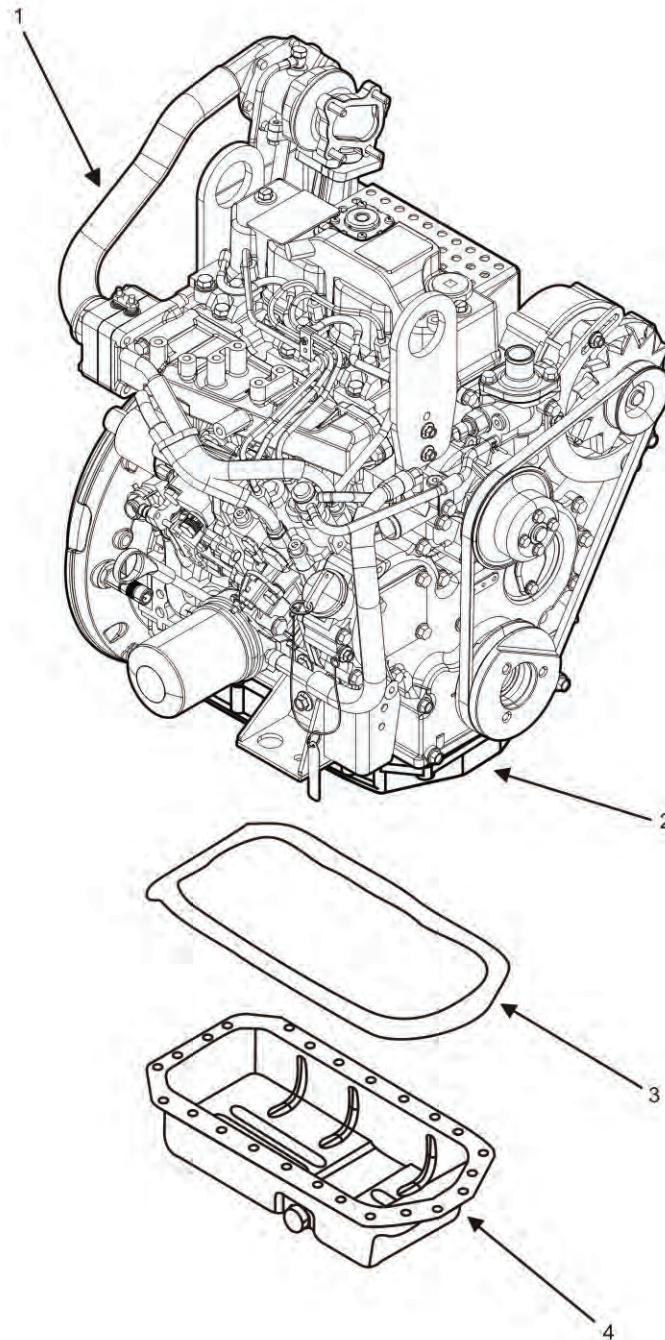


Figure 3. Liquid Gasket Application.

CAUTION

Oil pan spacer is aluminum alloy material. Oil pan is tightened to oil pan spacer and engine block. When tightening bolts to aluminum alloy, 80% of torque values must be used. Failure to comply may cause damage to equipment.

NOTE

Tighten oil pan bolts in a diagonal pattern to avoid uneven tightening of oil pan.

9. Tighten all oil pan bolts (Figure 2, Items 5, 6, and 7).
10. Install engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).
11. Install negative ground cable to right-hand battery (WP 0036, Remove/Install Batteries).
12. Close left-side door.
13. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
14. Start engine and check for proper operation.
15. Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
TEST ENGINE COMPRESSION

INITIAL SETUP:

Test Equipment

Adapter, Compression Test (WP 0162, Table 2, Item 1)
 Tester, Cylinder Compression (WP 0162, Table 2, Item 38)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Guard, hose-tubing (3) (WP 0128, Repair Parts List, Figure 28, Item 13)
 Seat, nozzle (3) (WP 0128, Figure 28, Item 14)

Personnel Required

91D (1)

References

WP 0010, Engine System Troubleshooting with a DCS Code
 WP 0011, Engine System Troubleshooting without a DCS Code
 WP 0040, Service Fuel System
 WP 0063, Remove/Install 50/60 Hz Engine Assembly
 WP 0064, Remove/Install 400 Hz Engine Assembly

Equipment Conditions

Engine control switch turned OFF (TM 9-6115-750-10, WP 0005)
 Engine cool
 Intake and exhaust valves adjusted (WP 0082, Service Engine Valves)

TEST ENGINE COMPRESSION

Test Engine Compression

WARNING

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

NOTE

Intake and exhaust valves must be adjusted to specification prior to testing engine compression (WP 0082, Service Engine Valves). Batteries must be fully charged prior to testing engine compression.

1. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
2. Start engine and run until it reaches normal operating temperature.
3. Turn engine control switch to OFF (TM 9-6115-750-10).

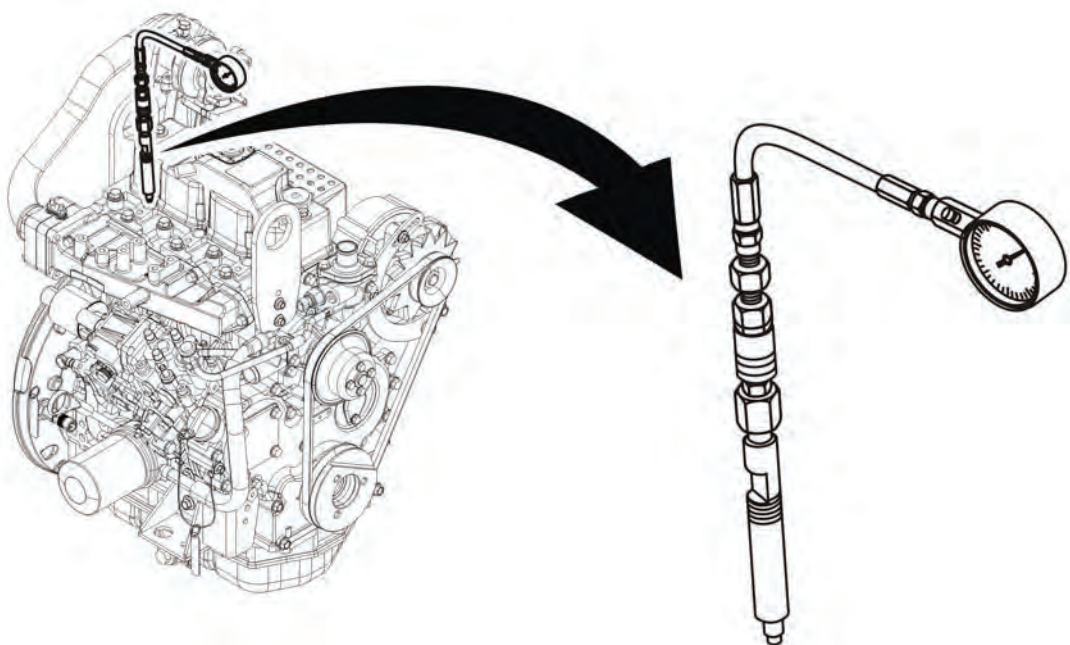


Figure 1. Compression Gage in Fuel Injector Opening — Location.

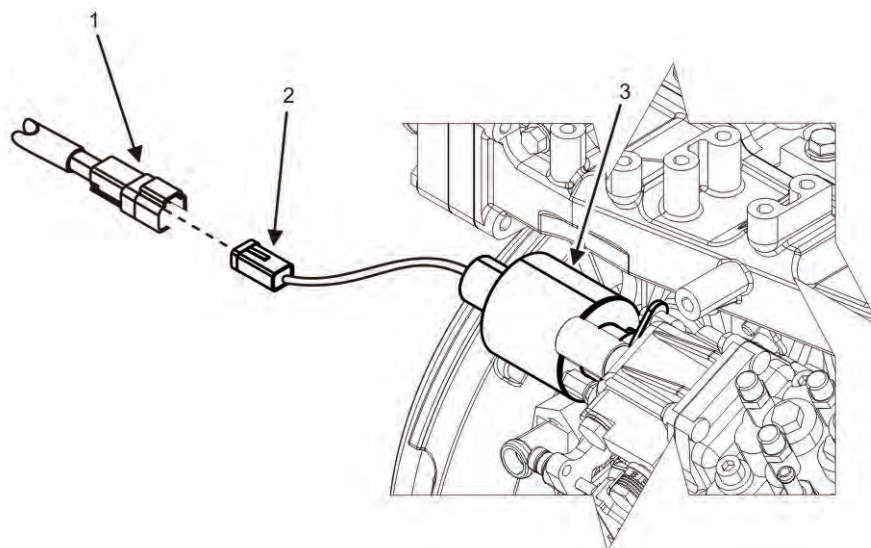


Figure 2. Governor Actuator — Removal.

WARNING

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

4. Remove battery ground cable (WP 0036, Remove/Install Batteries).
5. Remove top body panel (WP 0028, Remove/Install Top Body Panel).
6. Remove all fuel injectors (WP 0068, Remove/Install Fuel Injectors).

7. Open right-side door.
8. Locate fuel injector opening (Figure 1).

NOTE

Disconnecting the fuel injection pump governor actuator (Figure 2, Item 3) prevents the fuel injection pump from injecting fuel during compression testing.

9. Disconnect fuel injection pump governor actuator (Figure 2, Item 3) connector (Figure 2, Item 2) at wiring harness (Figure 2, Item 1).

NOTE

Compression is tested in each of the three cylinders.

10. Install battery ground cable (WP 0036, Remove/Install Batteries).
11. Crank engine for a few seconds using the DEAD CRANK SWITCH (TM 9-6115-750-10) to clear cylinders of any residual fuel.
12. Install nozzle seat (Figure 3, Item 3) and nozzle protector (Figure 3, Item 4) to tip end of compression gage adapter (Figure 3, Item 2).

CAUTION

Release pressure in compression gage (Figure 3, Item 1) using release button after each use before removing gage from fuel injector. Failure to comply will cause damage to equipment.

NOTE

Cylinder one is located at the flywheel end of the engine.

13. Install compression gage (Figure 3, Item 1) and compression gage adapter (Figure 3, Item 2) into fuel injector hole (Figure 3, Item 5) at cylinder one. Secure compression gage adapter (Figure 3, Item 2) with fuel injector retainer (Figure 3, Item 6), washer (Figure 3, Item 7), and bolt (Figure 3, Item 8) and torque to 18 – 21 ft/lb (24 – 28 Nm).
14. Crank engine through four compression cycles using DEAD CRANK SWITCH (TM 9-6115-750-10) until compression gage (Figure 3, Item 1) reading is stabilized.
15. Record compression reading on compression gage (Figure 3, Item 1).
16. Remove bolt (Figure 3, Item 8), washer (Figure, Item 7), fuel injector retainer (Figure 3, Item 6), compression gage (Figure 3, Item 1), and compression gage adapter (Figure 3, Item 2) from fuel injector hole.
17. Ensure nozzle seat (Figure 3, Item 3) and nozzle protector (Figure 3, Item 4) are removed from tip of compression gage adapter (Figure 3, Item 2) or from fuel injector opening (Figure 3, Item 5).
18. Repeat steps 12 through 17 for cylinders two and three.

NOTE

Compression pressures should not vary more than 29 to 43 psi (2.0 to 2.9 bar) when compared cylinder to cylinder.

19. Compare compression pressure readings between cylinders.
20. Replace engine if compression pressures vary between cylinders by more than 29 to 43 psi (2.0 to 2.9 bar) (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).

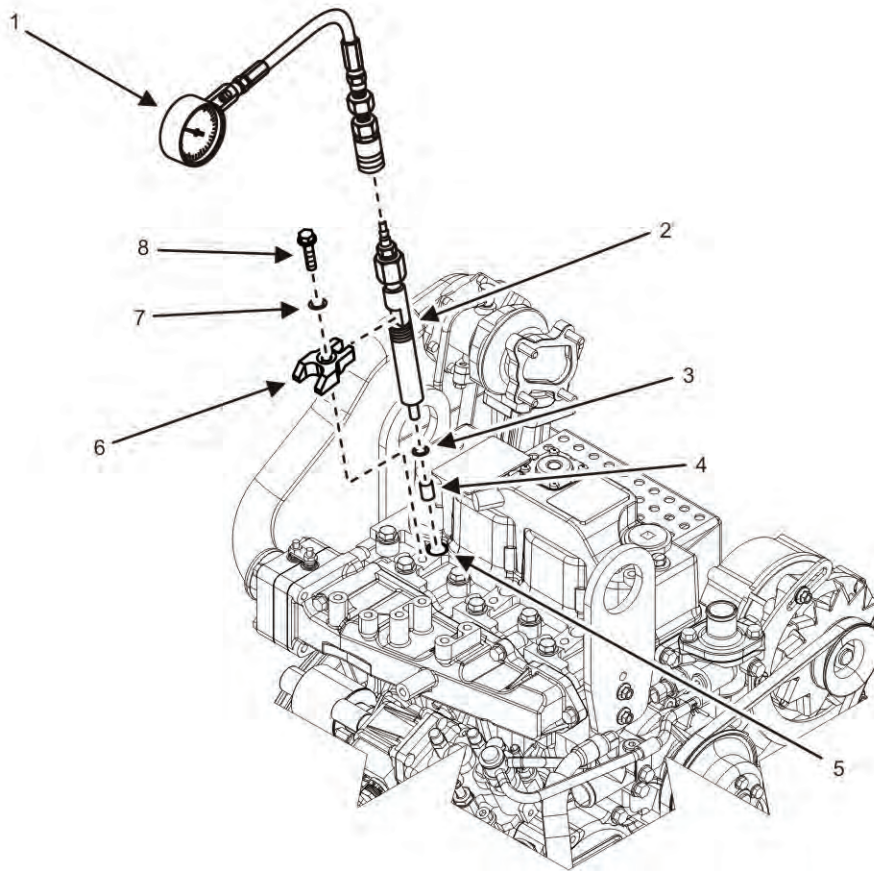


Figure 3. Compression Gage in Fuel Injector Hole.

NOTE

Factory specification for compression pressure is between 411 to 441 psi (28.3 to 30.4 bar).
Lowest allowable limit is 340 psi (23.4 bar).

21. Replace engine if compression pressure is below allowable limit of 340 psi (23.4 bar) in any cylinder (WP 0063, Remove/Install 50/60 Hz Engine Assembly or 0064, Remove/Install 400 Hz Engine Assembly).
22. Remove battery ground cable (WP 0036, Remove/Install Batteries).
23. Connect fuel injection pump governor actuator (Figure 2, Item 3) connector (Figure 2, Item 2) at wiring harness (Figure 2, Item 1).
24. Install fuel injectors (WP 0068, Remove/Install Fuel Injectors).
25. Install top panel (WP 0028, Remove/Install Top Body Panel).
26. Install battery ground cable (WP 0036, Remove/Install Batteries).
27. Close right-side door on generator set.
28. Purge air from fuel system (WP 0040, Service Fuel System).
29. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
30. Start engine and check for proper operation. Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10). Repair as required.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
TEST ENGINE OIL PRESSURE

INITIAL SETUP:**Test Equipment**

Test Set, Oil Systems Pressure (WP 0162, Table 2, Item 36)

Tools and Special Tools

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Rag, wiping (4) (WP 0163, Expendable and Durable Items List, Item 32)

Sealant (WP 0163, Item 34)

Personnel Required

91D (1)

References

WP 0010, Engine System Troubleshooting with a DCS Code

WP 0011, Engine System Troubleshooting without a DCS Code

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

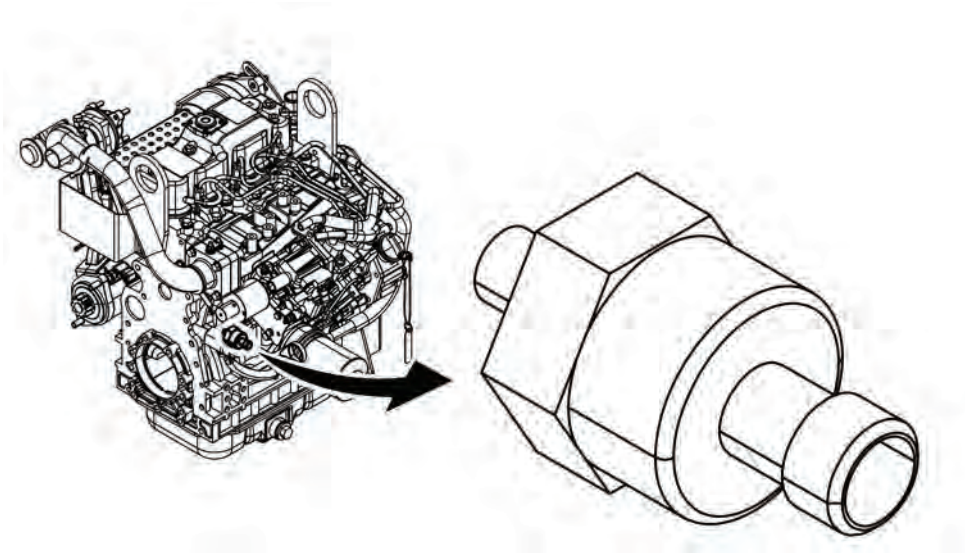
CHECK ENGINE OIL PRESSURE**Check Engine Oil Pressure**

Figure 1. Engine Oil Pressure Sender — Location.

1. Ensure equipment conditions are met in the order presented in initial setup
2. Open right-side door on generator set.
3. Locate engine oil pressure sender (Figure 1).

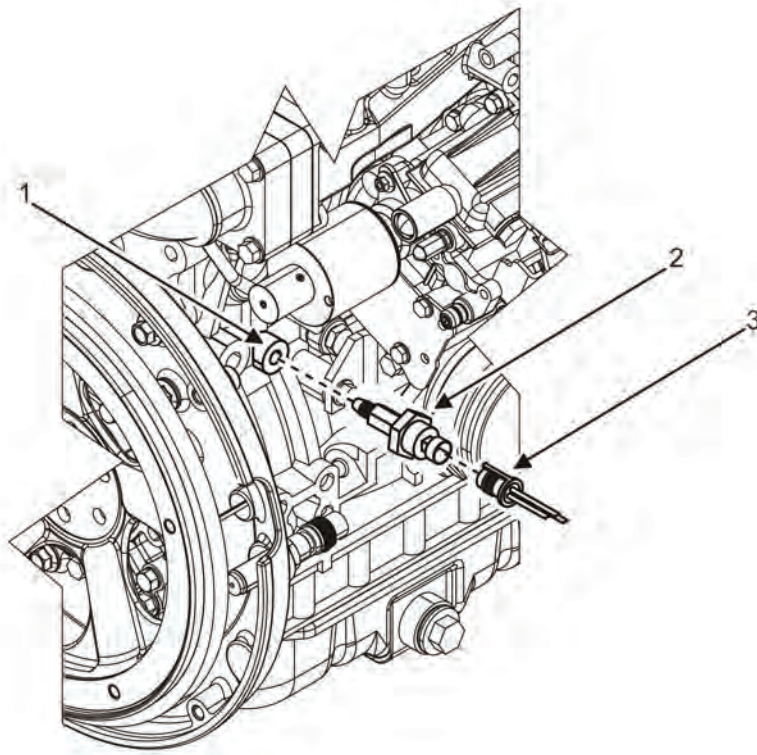


Figure 2. Engine Oil Pressure Sender — Removal.

4. Disconnect electrical lead (Figure 2, Item 3) from oil pressure sender (Figure 2, Item 2).

NOTE

Place a rag under oil pressure sender to capture oil spilled upon removal. Dispose of soiled rag IAW local SOP.

5. Remove engine oil pressure sender (Figure 2, Item 2) from oil pressure port (Figure 2, Item 1) on engine and save for reuse.
6. Apply pipe joint compound to threads of oil pressure gage (Figure 3, Item 2).
7. Install oil pressure gage (Figure 3, Item 2) into oil pressure port (Figure 3, Item 1) on engine.
8. Start engine and allow engine to reach normal operating temperature.

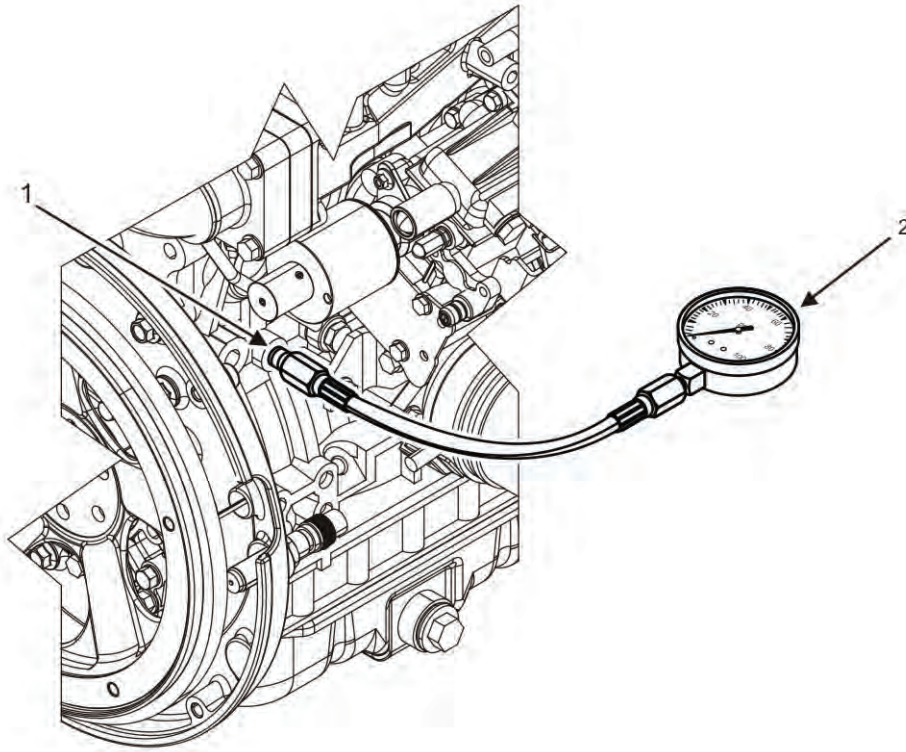


Figure 3. Check Engine Oil Pressure.

NOTE

Rated speed for engine depends on the AC alternator: 1500 RPM at 50 Hz, 1800 RPM at 60 Hz, and 2000 RPM at 400 Hz.

9. Observe engine oil pressure at rated speed. Compare reading with Table 1 range. Oil pressure reading should fall between specifications listed in Table 1.

Table 1. Engine Oil Pressure.

RPM	Oil Pressure
2000 – 2600 rpm	49 – 71 psi (0.34 – 0.49 MPa)
1500 – 1800 rpm	42 – 64 psi (0.29 – 0.44 MPa)

10. Troubleshoot oil pressure sender (Figure 2, Item 2) IAW [Warning 135: Oil Pressure Sensor High] if oil pressure measurements are within specification (Table 1). (WP 0010, Engine System Troubleshooting with a DCS Code).
11. Troubleshoot and remedy cause of low engine oil pressure if measurements are outside of specification (WP 0010, Engine System Troubleshooting with a DCS Code and WP 0011, Engine System Troubleshooting without a DCS Code).
12. Remove oil pressure gage (Figure 3, Item 2) from oil pressure port (Figure 3, Item 1) on engine.
13. Apply pipe joint compound to threads of oil pressure sender (Figure 2, Item 2).
14. Install engine oil pressure sender (Figure 2, Item 2) to oil pressure port (Figure 2, Item 1) on engine. Finger-tighten.
15. Rotate oil pressure sender (Figure 2, Item 2) one-and-a-half turns past finger-tight.
16. Connect electrical lead (Figure 2, Item 3) to oil pressure sender (Figure 2, Item 2).

-
17. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 18. Start engine and check for proper operation.
 19. Repair as required.
 20. Wipe up any spilled or excess oil using wiping rags.
 21. Close right-side door.
 22. Dispose of soiled rag(s) IAW local SOP.

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
LUBRICATION INSTRUCTIONS

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Lubricating oil, engine (WP 0163, Item 24)

Lubricating oil, engine (WP 0163, Item 25)

Lubricating oil, engine (WP 0163, Item 26)

Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

References

A-A-52624A

MIL-PRF-2104H

MIL-PRF-46167D

MIL-A-53009A

TB 750-651

WP 0021, Service Cooling System

WP 0065, Service Lubrication System

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

LUBRICATION INSTRUCTIONS

The AMMPS 10 kW generator set uses a variety of lubricating and cooling fluids. Refer to Table 1 for the fluids and their applications.

WARNING

When operating, generator set engine has hot metal surfaces that will burn flesh on contact. Shut down generator set and allow engine to cool before checks, services, and maintenance. Wear gloves and additional protective clothing as required. Failure to comply may cause injury or death to personnel.

CAUTION

Ensure the lubrication and cooling systems have been filled to capacity before operating the unit. Failure to comply may result in damage to equipment.

Table 1. Lubrication Orders.

USAGE	FLUID/LUBRICANT	CAPACITIES	TEMPERATURES
Engine oil	MIL-PRF-2104H ^a OE/HDO-15/40	Crankcase and engine 5.9 qt (5.6 l) nominal	+5°F to +135°F (-15°C to +57°C)
	MIL-PRF-2104H OE/HDO-10		-15°F to +5°F (-26°C to -15°C)
	MIL-PRF-46167D ^b		-50°F to +40°F (-45°C to +4°C)
Engine antifreeze	A-A-52624A ^c	Radiator and engine 6.2 qt (5.9 l)	-50°F to +135°F (-45°C to +57°C)
Hinge/latch lubrication	MIL-PRF-2104H OE/HDO-15/40	Not applicable	Not applicable

^a Performance Specification, Lubrication Oil, Internal Combustion Engine, Combat/Tactical Service.

^b Performance Specification, Lubrication Oil, Internal Combustion Engine, Arctic.

^c Commercial Item Description: Antifreeze, Multi-engine Type.

Change Engine Oil and Engine Oil Filter

See Table 2 and WP 0065, Service Lubrication System.

Table 2. Table of Lubricants — Engine.

SPECIFICATION	TYPE OF LUBRICANT	FREQUENCY	TEMPERATURE
MIL-PRF-2104H OE/HDO-15/40	Engine oil	500 hr or 6 months	+5°F to +135°F (-15°C to +57°C)
MIL-PRF-2104H OE/HDO-10			-15°F to +5°F (-26°C to -15°C)
MIL-PRF-46167D			-50°F to +40°F (-45°C to +4°C)

END OF TASK

Change Engine Coolant

See Table 3 and WP 0021, Service Cooling System.

Table 3. Table of Coolants — Engine.

SPECIFICATION	TYPE OF LUBRICANT	FREQUENCY	TEMPERATURE
A-A-52624A	Antifreeze	1500 hr or 1 year	50°F to +135°F (-45°C to 57°C)
MIL-A-53009A ^a	Liquid Cooling System Corrosion Inhibitor	See TB 750-651 ^b	+40°F to +135°F (+4°C to +57°C)

^a Military Specification, Additive, Antifreeze Extender, Liquid Cooling Systems.

^b Use of Antifreeze Solutions, Antifreeze Extender, Cleaning Compounds, and Test Kit in Engine Cooling Systems.

END OF TASK

Lubricate Hinges

1. Open doors (Figure 1 and Figure 2).
2. Apply one drop of lubrication oil (Table 4) to each hinge/latch.
3. Cycle door through three open-close sequences.

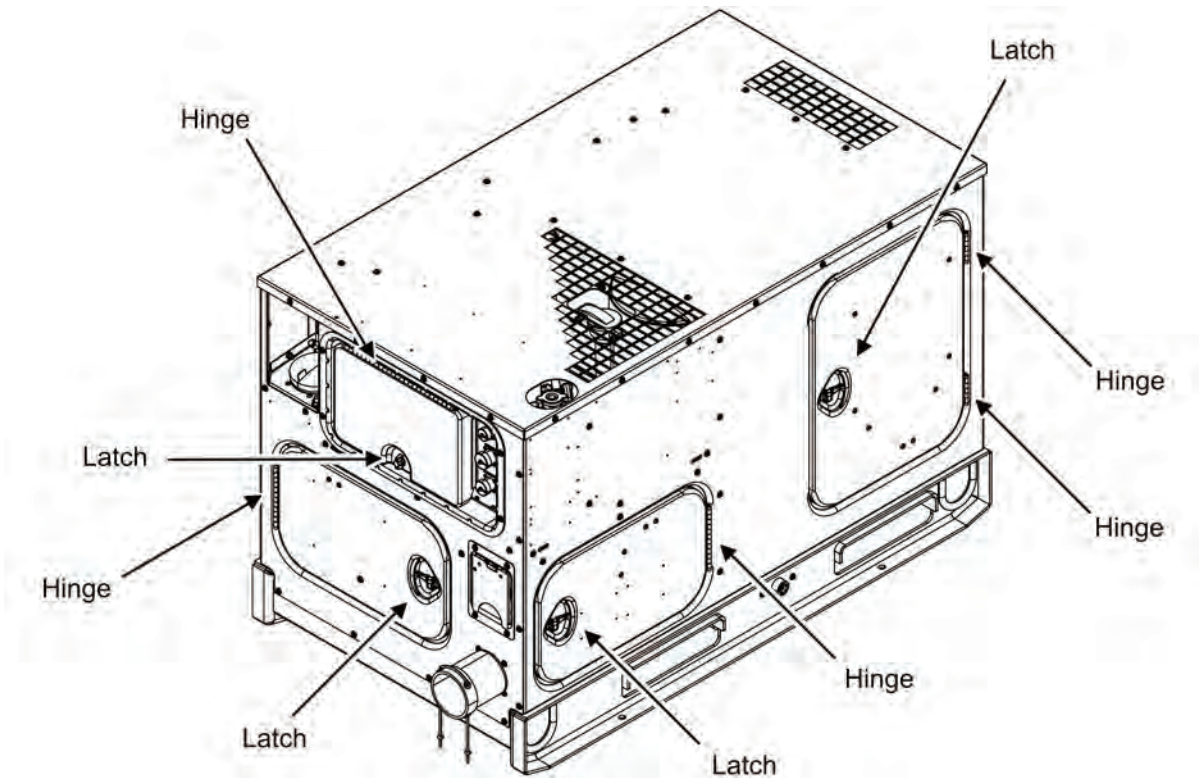


Figure 1. Hinge Locations — Rear and Right Side.

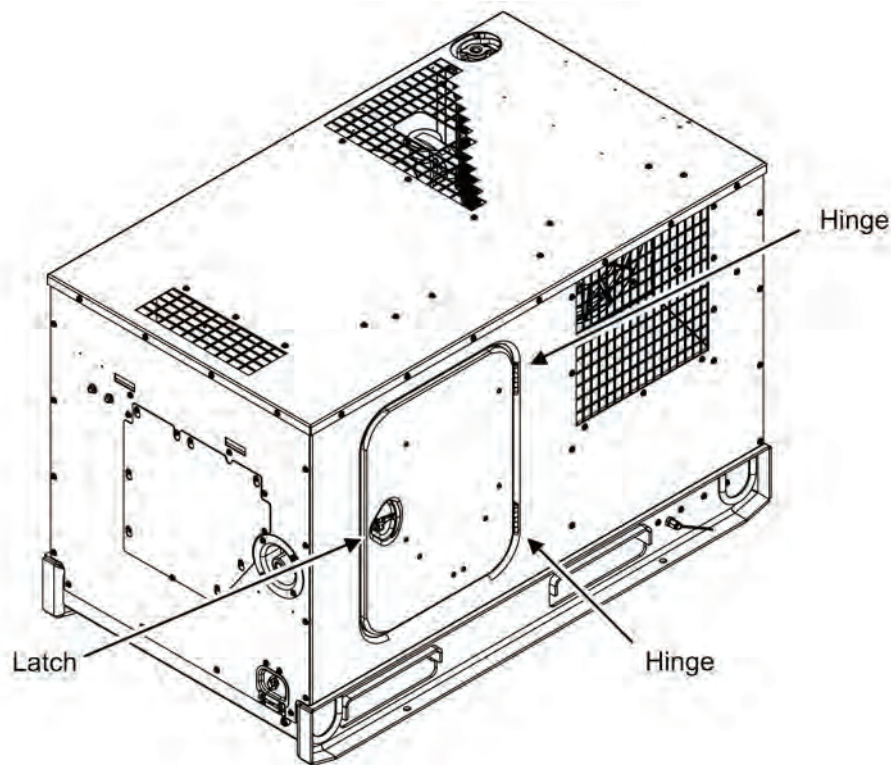


Figure 2. Hinge Locations — Front and Left Side.

NOTE

Dispose of soiled rags IAW local SOP.

4. Wipe excess oil from hinge/latch.
5. Repeat steps 1 – 4 for each door.

Table 4. Table of Lubricant — Hinges.

SPECIFICATION	TYPE OF LUBRICANT	FREQUENCY	METHOD OF APPLICATION
MIL-PRF-2104H	MIL-PRF-2104H OE/HDO-15/40	500 hr	Oil can, mechanic's flexible

END OF TASK

END OF WORK PACKAGE

FIELD MAINTENANCE
AMMPS 10KW GENERATOR SET
TORQUE LIMITS

SCOPE

This WP provides general torque limits for fasteners used on the 10 kW generator set. Special torque limits are indicated in Table 1. Table 2 provides nominal torque limits to be used when they are not indicated in Table 1.

The following formula should be used to determine the setting used on the torque wrench when using a crowfoot extension: (SOCKET, CROWFOOT WRENCH HEAD 17105) $M1 = M2 \times L1 / L2$. The values from the formula are defined in the list below.

<u>Term</u>	<u>Definition</u>
M1	The torque setting of the wrench (this is what is being calculated).
M2	The desired torque to be applied to the nut.
L1	The normal length of the torque wrench (from center of grip to center of drive).
L2	The length of the torque wrench plus the length of crowfoot adapter (measured from the center of crowfoot drive to center of wrench drive).

The example shows the calculation of the torque to be set on an 18-in wrench with a 4-in crowfoot adapter to obtain 80 ft/lb of torque.

$$M1 (65.45) = 80 \times 18 / 22.$$

When any extension is 90 degrees from the torque wrench, no adjustment is necessary.

These general and special torque limits shall not be applied to fasteners that retain rubber components. The rubber components may be damaged before the correct torque limit is reached. If a special torque limit is not given in the maintenance instructions for rubber components, tighten the fastener until it touches the metal, and then tighten it one more turn.

Table 1. Special Torque Limits.

Component	Thread Diameter and Pitch	Torque	Lubricating Oil Application
Cylinder head bolt	M10-1.25 mm ^a	46.0 – 49.0 ft/lb ^c 85.3 – 91.1 Nm ^b	Applied
Crankcase rear bearing case cover bolts	M8-1.25 mm	18.0 – 21.0 ft/lb 24.2 – 28.4 Nm	Not Applied
Connecting rod bolt	M9-1.0 mm	33.0 – 36.0 ft/lb 44.1 – 49.0 Nm	Applied
Flywheel bolt	M10-1.25 mm	61.0 – 65.0 ft/lb 83.3 – 88.2 Nm	Applied
PCV ^e flange bolt	M8-1.5 mm	83.0 – 91.0 ft/lb 113.0 – 123.0 Nm	Not applied
Main bearing cap bolt	M12-1.5 mm	69.0 – 72.0 ft/lb 93.2 – 98.1 Nm	Applied
Harmonic balancer bolt	M14-1.5 mm	83.0 – 91.0 ft/lb 112.7 – 122.7 Nm	Applied
Fuel injector retainer bolt	M8-1.25 mm	18.0 – 21.0 ft/lb 24.2 – 28.4 Nm	Not applied
Fuel pump drive gear nut	M14-1.5 mm	58.0 – 65.0 ft/lb 78.0 – 88.0 Nm	Not applied
High-pressure fuel lines bolt	M12-1.5 mm	22.0 – 25.0 ft/lb 29.4 – 34.3 Nm	Not applied
High-pressure fuel injector line nut	Any	22.0 – 25.0 ft/lb 29.0 – 34.0 Nm	Not applied
Fuel return line bolt	Any	69.0 – 87.0 in/lb ^d 7.8 – 9.8 Nm	Not applied
Fuel injection pump mounting bolt	Any	17.0 – 21.0 ft/lb 23.0 – 28.0 Nm	Not applied
Fuel injector nozzle case nut	Any	30.0 – 33.0 ft/lb 39.2 – 44.1 Nm	Not applied
Fuel injection pump plunger plug	Any	22.0 – 26.0 ft/lb 30.0 – 35.0 Nm	Not applied

^a Millimeter^b Newton meter^c Foot-Pound^d Inch-Pound^ePositive Crankcase Ventilation

How to Use Torque Table

1. Measure the diameter of the fastener (Figure 1, Item 2).
2. Look down the left-hand column under "Diameter" heading to find the diameter of the fastener.
3. Measure the distance between the thread ridges in mm to determine pitch (Figure 1, Item 1).
4. To locate torque value, look across to column matching description and size of fastener.

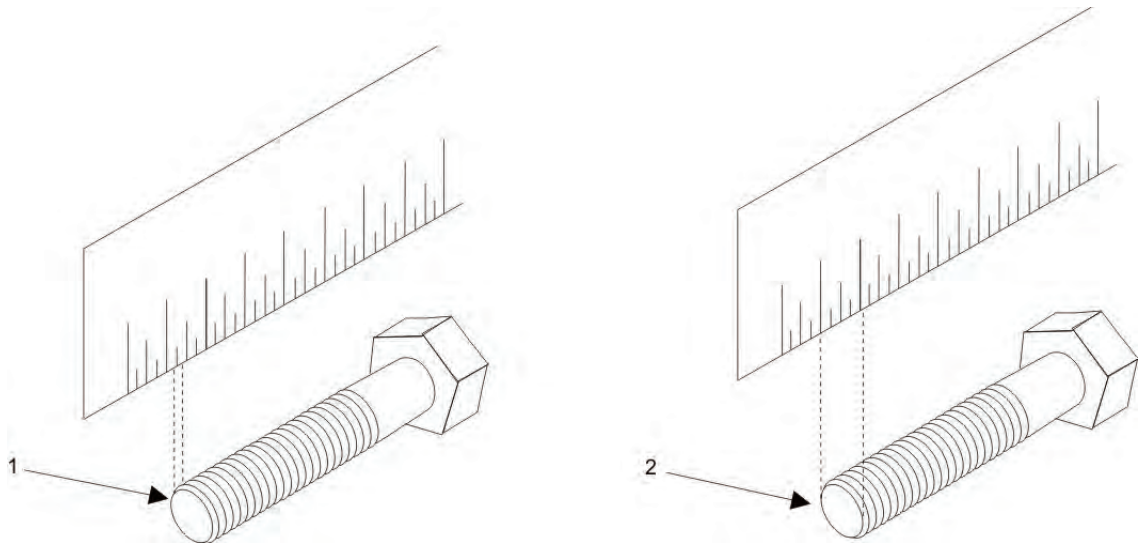


Figure 1. Screw/Bolt Measurement.

CAUTION

The torque values in Table 2 should be applied only to bolts marked "7" (7T strength). Failure to comply will cause damage to equipment.

NOTE

Apply 80% of listed torque value to fasteners tightened to aluminum alloys. Apply 60% of listed torque value to fasteners of 4T strength and all lock nuts.

Table 2. Standard Torque Limits.

Item	Thread Diameter and Pitch	Torque
Cap screw (7T) and nut	M6X1.0 mm	7.0 – 9.0 ft/lb 9.8 – 11.8 Nm
Cap screw (7T) and nut	M8X1.25 mm	17.0 – 21.0 ft/lb 22.6 – 28.4 Nm
Cap screw (7T) and nut	M10X1.5 mm	33.0 – 40.0 ft/lb 44.1 – 53.9 Nm
Cap screw (7T) and nut	M12X1.75 mm	58.0 – 72.0 ft/lb 78.4–98.0 Nm
Cap screw (7T) and nut	M14X1.5 mm	94.0 – 108.0 ft/lb 127.5–147.1 Nm
Cap screw (7T) and nut	M16X1.5 mm	159.0 – 174.0 ft/lb 215.7–235.4 Nm
PT Plug	0.125mmXna ^a	7.0 ft/lb 9.8 Nm
PT plug	0.25mmXna	14.0 ft/lb 19.6 Nm
PT plug	0.375mmXna	22.0 ft/lb 29.4 Nm
PT plug	0.500mmXna	43.0 ft/lb 58.8 Nm
Pipe joint plug	8mmXna	9.0 – 12.0 ft/lb 12.7 – 16.7 Nm
Pipe joint plug	10mmXna	14.0 – 19.0 ft/lb 19.6 – 18.7 Nm
Pipe joint plug	M12mmXna	18.0 – 25.0 ft/lb 24.5 – 34.3 Nm
Pipe joint plug	14mmXna	29.0 – 36.0 ft/lb 39.2 – 49.0 Nm
Pipe joint plug	16mmXna	36.0 – 43.0 ft/lb 49.0 – 58.8 Nm

^a not applicable**END OF TASK****END OF WORK PACKAGE**

CHAPTER 4

SUSTAINMENT TROUBLESHOOTING PROCEDURES

FOR

AMMPS 10KW GENERATOR SET

CHAPTER 4

SUSTAINMENT TROUBLESHOOTING PROCEDURES

WORK PACKAGE INDEX

<u>Title</u>	<u>WP Sequence No.</u>
TROUBLESHOOTING INDEX	0091
TROUBLESHOOTING PROCEDURES	0092

**SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
TROUBLESHOOTING INDEX**

GENERAL TROUBLESHOOTING INFORMATION

NOTE

Always perform sustainment PMCS prior to beginning any troubleshooting procedure (see WP 0094, Sustainment PMCS).

Sustainment maintenance is responsible for repair and/or replacement of failed LRUs as identified by field maintenance. There are no specific troubleshooting procedures for sustainment maintenance. The malfunction/symptom index found below lists malfunction(s) identified at the field level and their related sustainment maintenance corrective action (by WP). If engine or AC generator overhaul is required, notify your supervisor.

MALFUNCTION/SYMPTOM INDEX

Malfunction/Symptom

Troubleshooting Procedure WP and Page

Generator set inoperable

Failed LRU as determined by field maintenance..... WP 0092, Page 1

END OF WORK PACKAGE

**SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
TROUBLESHOOTING PROCEDURES**

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162,
Table 2, Item 42)

Personnel Required

91D (1)

References

Chapter 3, Field Maintenance Instructions
WP 0094, Sustainment PMCS

GENERATOR SET**NOTE**

Always perform PMCS prior to beginning any troubleshooting procedure (WP 0094, Sustainment PMCS).

SYMPTOM

Generator set inoperable.

MALFUNCTION

Failed LRU as determined by field maintenance.

CORRECTIVE ACTION

Repair/replace failed component(s) IAW maintenance procedures contained in Chapter 3, Field Maintenance Instructions. If symptom continues, notify your supervisor.

END OF WORK PACKAGE

CHAPTER 5

SUSTAINMENT MAINTENANCE INSTRUCTIONS

FOR

AMMPS 10KW GENERATOR SET

CHAPTER 5

SUSTAINMENT MAINTENANCE INSTRUCTIONS

WORK PACKAGE INDEX

<u>Title</u>	<u>WP Sequence No.</u>
SUSTAINMENT PMCS INTRODUCTION	0093
SUSTAINMENT PMCS	0094
GENERAL MAINTENANCE	0095
REMOVE/INSTALL HARMONIC BALANCER	0096
REMOVE/INSTALL GEAR CASE COVER	0097
REPLACE CYLINDER HEAD GASKET	0098
WIRING DIAGRAMS	0099

**SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
SUSTAINMENT PMCS INTRODUCTION**

INTRODUCTION

This section contains information required to perform sustainment PMCS. All PMCS for the AMMPS 10 kW generator set are completed by the operator (TM 9-6115-750-10) or by field maintenance personnel (WP 0016, Field PMCS). There are no PMCS tasks to be performed by sustainment maintenance personnel.

END OF WORK PACKAGE

**SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
SUSTAINMENT PMCS**

INITIAL SETUP:

References

WP 0016, Field PMCS

TM 9-6115-750-10

There are no PMCS tasks to be performed by sustainment maintenance personnel. All PMCS for the AMMPS generator set are completed by the operator (TM 9-6115-750-10) or by field maintenance personnel (WP 0016, Field PMCS).

END OF WORK PACKAGE

SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
GENERAL MAINTENANCE

INITIAL SETUP:**Test Equipment**

Cable, Local Control (WP 0162, Table 2, Item 9)
 Cable, Remote Control (WP 0162, Table 2, Item 10)
 Test Set, Electronic Systems (WP 0162, Table 2, Item 35)
 Tester, Antifreeze Solution (WP 0162, Table 2, Item 37)

Tools and Special Tools

Cable, Auxiliary With NATO Plug (WP 0162, Table 2, Item 8)
 Crimping, Tool, Terminal (WP 0162, Table 2, Item 11)
 Crimping, Tool, Terminal, Hand (WP 0162, Table 2, Item 12)
 Oiler, Hand (WP 0162, Table 2, Item 23)
 Remover, Electrical Contact (WP 0162, Table 2, Item 25)
 Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)
 Tool, Rivet Nut (WP 0162, Table 2, Item 45)

Materials/Parts

Boot, dust and moisture (17) (WP 0153, Repair Parts List, Figure 53, Item 31)
 Boot, dust and moisture (2) (WP 0154, Repair Parts List, Figure 54, Item 13)
 Connector, electrical magnetic sensor (WP 0153, Figure 53, Item 68)
 Connector, 21 pin (WP 0153, Figure 53, Item 10)
 Connector, 29 pin (WP 0153, Figure 53, Item 5)
 Connector, 61 pin (WP 0153, Figure 53, Item 8)
 Contact, electrical, 16-20 AWG (2) (WP 0153, Figure 53, Item 46)
 Contact, electrical 18-20 AWG (4) (WP 0153, Figure 53, Item 30)

Materials/Parts

Contact, electrical, 22-16 AWG (33) (WP 0153, Figure 53, Item 17)
 Contact, electrical, 22-16 AWG (22) (WP 0153, Figure 53, Item 24)
 Contact, pin, 16-18 AWG (3) (WP 0153, Figure 53, Item 59)
 Contact, socket, 20-18 AWG (2) (WP 0153, Figure 53, Item 74)
 Nut, plain, clinch (WP 0104, Repair Parts List, Figure 4, Item 4)
 Plug, 12 (WP 0145, Repair Parts List, Figure 45, Item 5)
 Plug, 30 (WP 0145, Figure 45, Item 3)
 Plug, 50 (WP 0145, Figure 45, Item 9)
 Plug (WP 0142, Repair Parts List, Figure 42, Item 10)
 Seal (3) (WP 0153, Figure 53, Item 57)
 Seal, plain (2) (WP 0153, Figure 53, Item 62)
 Terminal, lug (9) (WP 0153, Figure 53, Item 2)
 Terminal, lug (3) (WP 0153, Figure 53, Item 60)
 Terminal, lug, 16-20 AWG (2) (WP 0153, Figure 53, Item 63)
 Terminal, lug, ring (1) (WP 0154, Figure 54, Item 2)
 Terminal, lug, ring (1) (WP 0154, Figure 54, Item 6)
 Terminal, lug, ring, M8 12-10 AWG (8) (WP 0154, Figure 54, Item 8)
 Terminal, lug, ring, 3/8 IN, 12-10 AWG (2) (WP 0154, Figure 54, Item 9)
 Terminal, quick disconnect (17) (WP 0153, Figure 53, Item 36)
 Terminal, quick disconnect (3) (WP 0153, Figure 53, Item 67)

INITIAL SETUP — CONTINUED:

Materials/Parts

Terminal, disconnect (1) (WP 0153, Figure 53, Item 39)
 Terminal, taper, receptacle (2) (WP 0154, Figure 54, Item 12)
 Baking soda (WP 0163, Expendable and Durable Items List, Item 4)
 Brush, acid swabbing (WP 0163, Item 6)
 Cap set, protective (WP 0163, Item 9)
 Cloth, abrasive, crocus (WP 0163, Item 12)
 Fuel, diesel (WP 0163, Item 19)
 Fuel, diesel (WP 0163, Item 20)
 Lubricating oil, engine (WP 0163, Item 27)
 Rag, wiping (WP 0163, Item 32)
 Tape, pressure sensitive (WP 0163, Item 37)

Personnel Required

91D (1)

References

A-A-52557A
 MIL-DLT-83133G
 WP 0009, Electrical System Troubleshooting without a DCS Code
 WP 0016, Field PMCS
 WP 0017, Remove/Install DCS

References

WP 0018, Repair DCS
 WP 0019, Remove/Install Air Intake Hose Assemblies
 WP 0021, Service Cooling System
 WP 0036, Remove/Install Batteries
 WP 0040, Service Fuel System
 WP 0041, Remove/Install Fuel Pump, Main/Auxiliary
 WP 0042, Remove/Install Fuel Manifold
 WP 0044, Replace Fuel Filter/Water Separator Element
 WP 0065, Service Lubrication System
 WP 0089, Lubrication Instructions

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
 Engine cool
 Battery ground cable removed (WP 0036, Remove/Install Batteries)

GENERAL MAINTENANCE

This section provides general maintenance procedures for using a fire extinguisher, understanding general fuel requirements, using a multimeter, jump starting the generator set, cleaning battery terminals, repairing electrical connectors, accessing log files on DCS, using InPower AMMPS for troubleshooting and updating, and preparation for storage.

Using a Fire Extinguisher

Do not use a fire extinguisher without reading the instructions and receiving proper training. When using a fire extinguisher, choose the proper type of fire extinguisher for the class of fire. Be sure to use a type "A" on ordinary materials (paper, cardboard, and most plastics), type "B" on combustible or combustibles (diesel, gas, grease, and oil), type "C" on electrical fires, type "D" on combustible metal/chemical fires, or a multipurpose extinguisher designated with the proper letter for the class fire. For example, an "ABC" extinguisher will handle class "A," "B," and "C" fires. Using the improper fire extinguisher can result in spreading of the fire and failure to extinguish. Failure to comply may cause injury or death to personnel. Do not attempt to extinguish a fire that is large in size.

Do not attempt to extinguish a fire when there is no clear exit visible. Be sure building is evacuated. Call for help IAW local SOP. Stay low to avoid smoke. Failure to comply may cause injury or death to personnel.

1. Determine the class of fire ("A," "B," "C," or "D").
2. Choose the correct type of extinguisher.
3. Pull the pin of the extinguisher.
4. Aim the extinguisher at the base of the fire.
5. Sweep back and forth toward the fire.
6. Continue until fire is extinguished.
7. Recharge or dispose of extinguisher IAW local SOP.

END OF TASK

General Fuel Requirements

WARNING

Fuel is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection are required when working in contact with fuel. Avoid repeated or prolonged contact. Provide adequate ventilation. Operators are to wash skin and change clothing promptly if in contact with fuel. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Ensure fuel source grounding strap is connected to unit fuel fill grounding stud (static grounding). When filling the fuel tank, maintain metal-to-metal contact between filler nozzle and fuel tank opening to eliminate ESD. Fire and possible explosion can result. Failure to comply may cause injury or death to personnel.

Fuels used in the generator set are combustible. Do not smoke or use open flames when performing maintenance. Fire and possible explosion may result. Failure to comply may cause injury or death to personnel and damage to equipment.

Hot engine surfaces from the engine and generator circuitry are possible sources of ignition. When hot refueling with DF-1, DF-2, JP5, or JP8, avoid fuel splash and fuel spill. Do not smoke or use open flame when performing refueling. Remember PMCS is still required. Flames and possible explosion may result. Failure to comply may cause injury or death to personnel.

NOTE

DF-2 and JP8 are the types of fuel for the generator set. See Table 1.

Table 1. Fuel.

AMBIENT TEMPERATURE	FUEL
-50°F to +135°F (-45.6°C to 57.2°C)	MIL-DTL-83133G ^a JP8
+20°F to +135°F (-6.7°C to 57.2°C)	A-A-52557A ^b GR 2-D
-50°F to +135°F (-45.6°C to 57.2°C)	A-A-52557A GR 1-D

^aTurbine Fuel, Aviation, Kerosene Type, JP-8 (NATO F-34), NATO F-35, and JP-8+100 (NATO F-37).

^bFuel Oil, Diesel; for Posts, Camps and Stations.

END OF TASK**Using a Multimeter**

1. Select turn dial for option to be used:
 - a. Ohms for resistance, continuity, and short circuit.
 - b. Volts for voltage.
 - c. Amperes for current.

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

CAUTION

Only use instruments known to be in good working order. When an instrument is used to measure resistance, proper function should be confirmed by touching metal tips of leads together and observing for minimum resistance indication. Failure to comply may cause damage to equipment.

2. Measure resistance value.
 - a. Connect multimeter leads to leads of item being checked.
 - b. Use red lead for positive terminal.
 - c. Use black lead for negative terminal.
 - d. Observe display for reading.
 - e. Compare reading to specifications.
3. Check for opens or continuity.
 - a. Connect multimeter leads to wiring circuit being checked.
 - b. Observe display for reading.
 - c. Consult specifications for maximum permissible reading.

-
4. Check for short circuit, wire to wire.
 - a. Connect multimeter leads to wires being checked.
 - b. Observe display for reading.
 - c. Reading must be greater than 100 kilohms ($k\Omega$) wire to wire or short exists.
 5. Check for short circuit to ground.
 - a. Connect one multimeter lead to wire being checked.
 - b. Touch multimeter probe to bare metal, such as engine block.
 - c. Observe display for reading.
 - d. Repeat steps a through c for remaining wires in circuit.
 - e. Reading must be greater than 100 $k\Omega$ or short to ground exists.
 6. Place proper lead on proper terminal to check voltage:
 - a. Use red lead for positive terminal.
 - b. Use black lead for negative terminal.
 - c. Observe display for reading.
 - d. Compare reading to specifications.
 7. Place proper lead on proper terminal to check current:
 - a. Use red lead for positive terminal.
 - b. Use black lead for negative terminal.
 - c. Observe display for reading.
 - d. Compare reading to specifications.

END OF TASK

Jump Starting the Generator Set

Jump starting requires the use of the NATO slave receptacle. NATO slave cables are required to jump start a 24-V system. The generator set cannot be jump started with a 12-V system. Ensure the vehicle/equipment being used to jump start the generator set is a 24-V system.

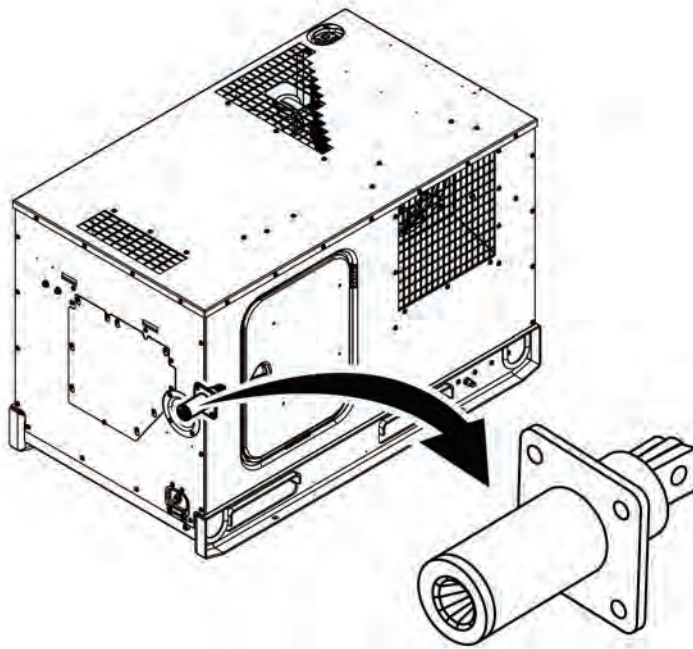


Figure 1. NATO Slave Receptacle — Location.

WARNING

NATO slave receptacle is electrically live at all times and is not protected by a fuse. Disconnecting main DC circuit breaker does not ensure the circuit is dead. This circuit is only dead when the batteries are fully disconnected. Disconnect both batteries before performing maintenance on the slave receptacle. Failure to comply may cause injury or death to personnel.

Ensure equipment/vehicles being used to jump-start the generator set are not touching. Touching of metal surfaces can cause improper grounding. Do not allow the cable ends to touch each other or any part of the generator set/vehicle/equipment other than the NATO slave receptacle. May result in damage to the electrical system of the generator set/vehicle/equipment. Failure to comply may cause injury or death to personnel.

High voltage is produced when generator set is in operation. Never attempt to start the generator set unless it is properly grounded. Do not ground yourself in standing water. Never attempt to connect or disconnect load cables while the generator set is running. Failure to comply may cause injury or death to personnel.

1. Move the vehicle/equipment being used to jump start close enough to the generator set that the cables reach.
2. Ensure the engine control switch on the generator set is OFF (TM 9-6115-750-10).
3. Ensure the vehicle/equipment being used to jump start is OFF.
4. Locate the NATO slave receptacle inside the left side door (Figure 1).
5. Remove the NATO slave receptacle cover.
6. Ensure NATO slave cable ends are free of dirt and debris.
7. Ensure NATO slave receptacles are free of dirt and debris.
8. Connect the NATO slave cable to the generator set.
9. Turn on the vehicle/equipment being used to jump start the generator set.

10. Connect the other end of the NATO slave cable to the vehicle/equipment being used to jump start.
11. Allow the generator set to charge for 10 min.

CAUTION

Do not crank engine in excess of 15 sec. Allow starter to cool for at least 15 sec between attempted starts. Failure to follow this caution may result in damage to equipment.

12. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and check for proper operation.
14. Ensure proper operation of the generator set.
15. Remove the NATO slave cable from the vehicle/equipment being used to jump start.
16. Remove the NATO slave cable from the generator set.
17. Replace the cap on the NATO slave receptacle.

END OF TASK

Clean Battery Posts

WARNING

High voltage is produced when this generator set is in operation. Ensure engine control and DEAD CRANK switches are set to OFF, negative battery cable is disconnected, and unit is completely shut down and free of any power source before attempting any troubleshooting or maintenance on unit. Failure to comply may cause injury or death to personnel.

The right-hand battery negative lead that connects directly to the grounding stud must be disconnected prior to disconnecting or removing batteries. Follow procedural steps in exact order given for removal and installation. Failure to comply may cause injury or death to personnel.

Shut down generator sets before performing inspection of load cables. Failure to comply may cause injury or death to personnel by electrocution.

Batteries give off combustible gas. Do not smoke or use open flame when performing maintenance. Failure to comply may cause injury or death to personnel and damage to equipment.

Battery acid can cause burns to skin and cause eye injury. Wear safety goggles and chemical gloves and avoid acid splash while working on the batteries. Failure to comply may cause injury or death to personnel.

Lifting batteries may cause back strain. Ensure proper lifting techniques are used when lifting batteries. Failure to comply may cause injury or death to personnel.

1. Remove battery cables from battery terminals (WP 0036, Remove/Install Batteries).
2. Apply a one-part sodium bicarbonate to two-parts water solution to terminals.
3. Let terminals stand in solution for 2 – 3 min.
4. Clean terminals with a wire brush.
5. Dry battery terminals with a rag.

6. Install battery cables to battery terminals (WP 0036, Remove/Install Batteries).

END OF TASK

Repair Electrical Connectors

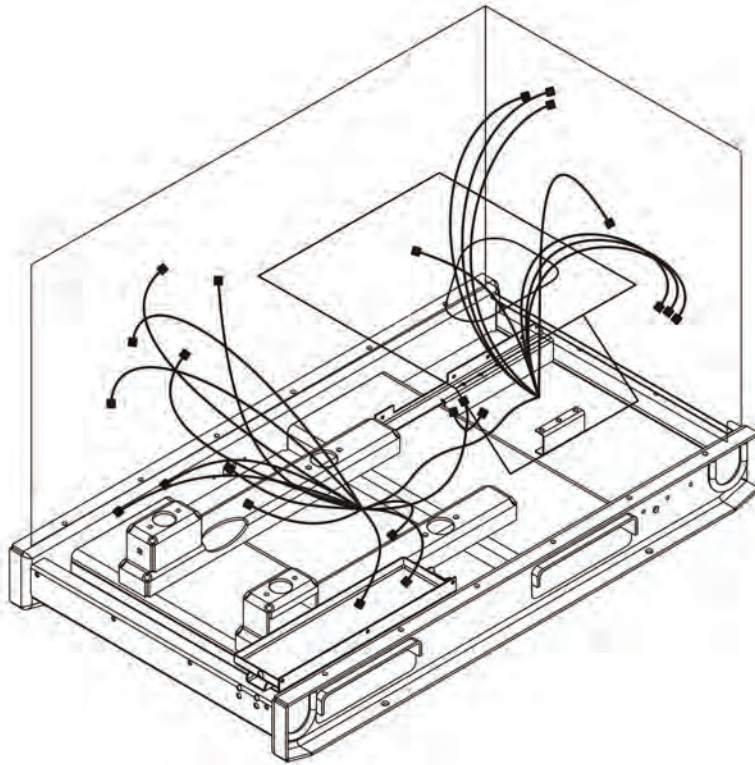


Figure 2. Wiring Harness — Location.

NOTE

Several types of connector are used on the AMMPS generator set wiring harness. Each type of electrical connector can be replaced without removing the entire wiring harness from the unit. Replacement steps for each type of electrical connector are given below. A table at the end of each repair step identifies the relevant electrical connector, contact type, and number of contacts required for each component connector type.

See the fold-out electrical wiring diagrams in the rear of this manual for locations of the various types of electrical connectors. Electrical connector numbers in the tables are keyed to the Engine Harness fold out diagram at the back of this manual.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Locate electrical connector or wiring harness (Figure 2) that requires repair.

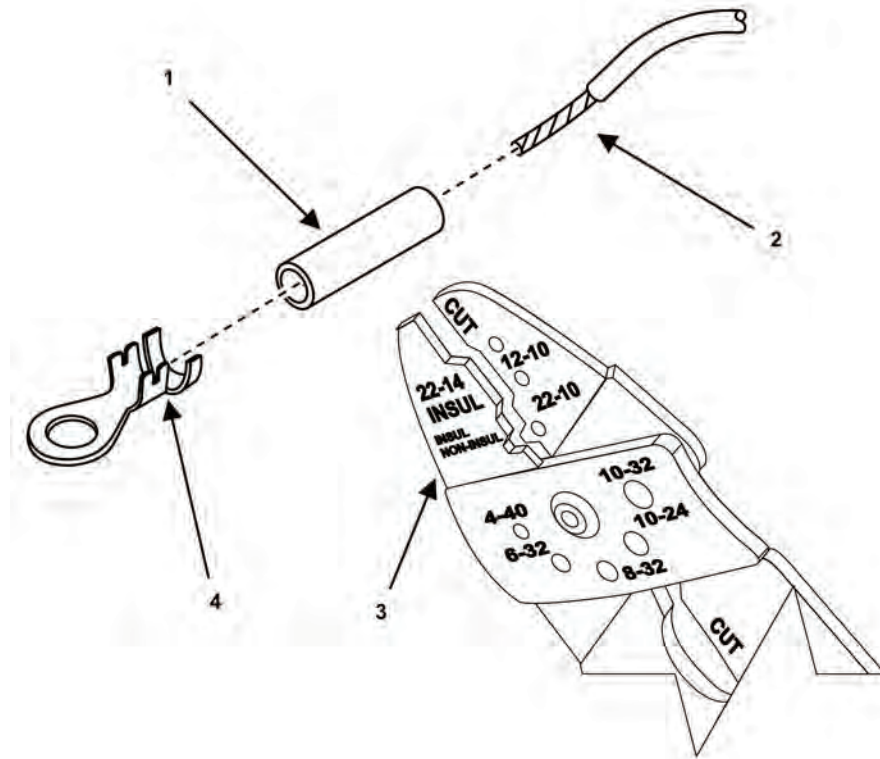
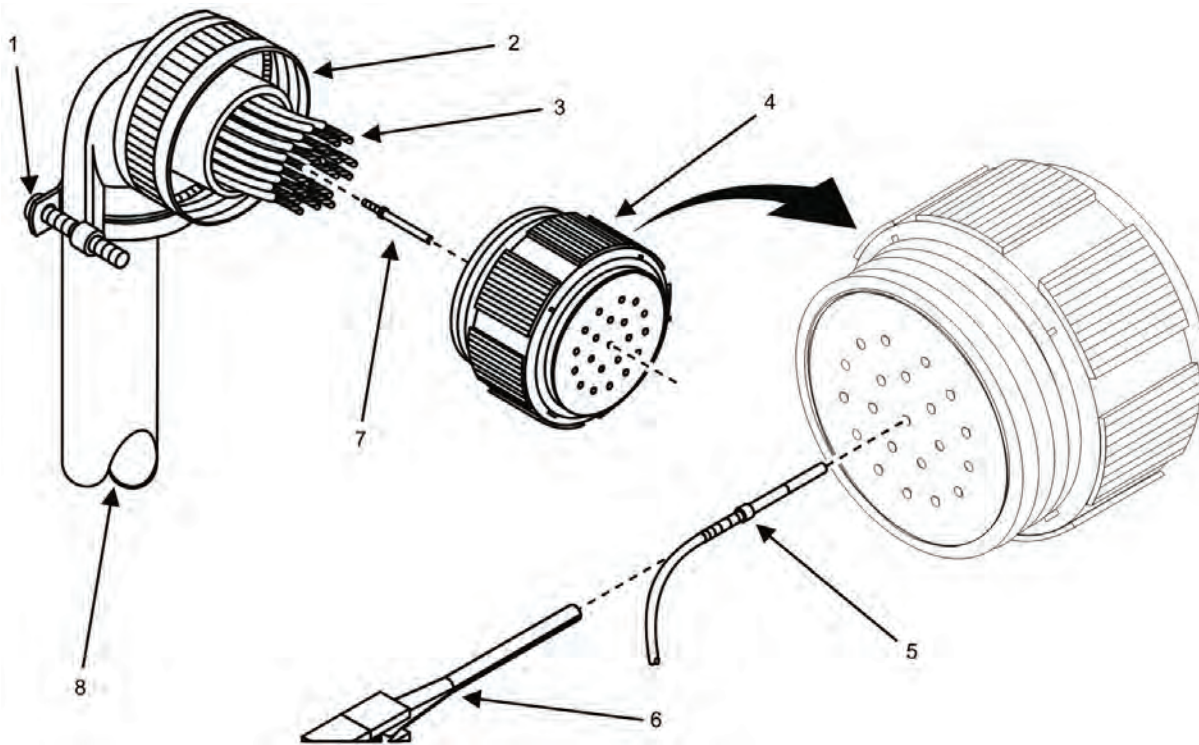


Figure 3. Simple Crimp-on Ring Connector.

3. Replace simple crimp-on ring connector (Table 2).
 - a. Identify failed electrical component connector (Figure 3, Item 4).
 - b. Cut and discard old connector (Figure 3, Item 4) from wire lead (Figure 3, Item 2) at base of old connector.
 - c. Install a length of new shrink wrap (Figure 3, Item 1) long enough to cover the crimp area of new connector (Figure 3, Item 4) onto wire lead (Figure 3, Item 2).
 - d. Strip insulation from wire lead (Figure 3, Item 2) equal to depth of new connector well.
 - e. Place bare wire of wire lead (Figure 3, Item 2) into new connector (Figure 3, Item 4) well and crimp to secure connector (Figure 3, Item 4) to wire lead (Figure 3, Item 2) using a crimping tool (Figure 3, Item 3).
 - f. Test new connector (Figure 3, Item 4) using a multimeter to verify continuity is present using wire diagram as a guide to identify the correct circuit.
 - g. Slide shrink wrap (Figure 3, Item 1) over newly crimped connection and heat to form a tight seal.
 - h. Install new connector (Figure 3, Item 4) to electrical component.
 - i. Check operation of electrical component for proper operation. Repair as required.

Table 2. Crimp-on Ring Connector Repair.

WIRING HARNESS	ELECTRICAL COMPONENT	CONNECTOR TYPE	NO. CONTACTS
Engine Wiring Harness	DEAD CRANK SWITCH	Ring	3
Engine Wiring Harness	Battery-charging Alternator Field	Ring	1
Engine Wiring Harness	Starter Solenoid	Ring	1
Engine Wiring Harness	Intake Air Heater Relay Control	Ring	2
Power Wiring Harness	Intake Air Heater	Ring	1
Power Wiring Harness	Battery-Charging Alternator (B+)	Ring	1
Power Wiring Harness	Battery-Charging Alternator (Ground)	Ring	1
Power Wiring Harness	Starter (B-)	Ring	2
Power Wiring Harness	Starter (B+)	Ring	1
Power Wiring Harness	Main DC Circuit Breaker	Ring	4
Power Wiring Harness	Intake Air Heater Relay Power (B+)	Ring	2

**Figure 4. Multipin Connector Repair.**

4. Repair multipin bulkhead-mounted connector (Table 3).

NOTE

This task contains typical repair instructions for the multipin connectors used on the 10kW AMMPS DCS and engine speed sensor. There are four different connectors used on the generator set. Each one varies in the number of pins/sockets used in the connector. Repair of each connector uses the same procedure provided below. See Table 3 for the correct connector for your application.

- a. Disconnect cable connector from generator set component.
- b. Test wire/socket connections (Figure 4, Item 5) of electrical connector using a multimeter to determine failed socket(s) (Figure 4, Item 7) within the connector.

- c. Loosen two screws (Figure 4, Item 1) that secure strap of shell (Figure 4, Item 2) to cable (Figure 4, Item 8).
- d. Unscrew shell (Figure 4, Item 2) from connector housing (Figure 4, Item 4).
- e. Slide shell (Figure 4, Item 2) down cable (Figure 4, Item 8) to access back of connector housing (Figure 4, Item 4).
- f. Remove every wire/socket connection (Figure 4, Item 5) from rear of connector housing (Figure 4, Item 4) using extractor tool (Figure 4, Item 6).
- g. Inspect all individual wire/socket connections for signs of obvious damage. Replace all damaged sockets (Figure 4, Item 7) while accessible.
- h. Inspect cable (Figure 4, Item 8), shell (Figure 4, Item 2), and connector housing (Figure 4, Item 4) for signs of obvious damage. Replace all damaged components as required.

CAUTION

De-solder (see TB SIG 222) broken/damaged socket(s) (Figure 4, Item 7) and remove socket (Figure 4, Item 7) from cable wire (Figure 4, Item 3).

- i. Solder (see TB SIG 222) new socket(s) (Figure 4, Item 7) to cable wire (Figure 4, Item 3).
- j. Test new socket/wire connection(s) (Figure 4, Item 5) to ensure proper electrical flow.
- k. Insert all individual socket/wire connections (Figure 4, Item 5) into rear of connector housing (Figure 4, Item 4) using tags/markings applied during removal as a guide. Push socket/wire connections (Figure 4, Item 5) into connector housing (Figure 4, Item 4) locations by hand until each socket (Figure 4, Item 7) is fully seated and will not pull out.
- l. Slide shell (Figure 4, Item 2) over cable (Figure 4, Item 8) to its mounting location on connector housing (Figure 4, Item 4) and secure by screwing shell (Figure 4, Item 2) onto connector housing (Figure 4, Item 4).
- m. Tighten two screws (Figure 4, Item 1) to secure strap of shell (Figure 4, Item 2) to cable (Figure 4, Item 8) and relieve strain on cable (Figure 4, Item 8).

Table 3. Multi-Pin Bulkhead-Mounted Connector Repair.

ELECTRICAL COMPONENT (CONNECTOR NUMBER)	CONTACT TYPE	NO. CONTACTS
DCS (P1)	Socket	21
DCS (P2)	Socket	29
DCS (P3)	Socket	61
Engine Speed Sensor (P14)	Pin	2

5. Repair square type connector (Table 4).

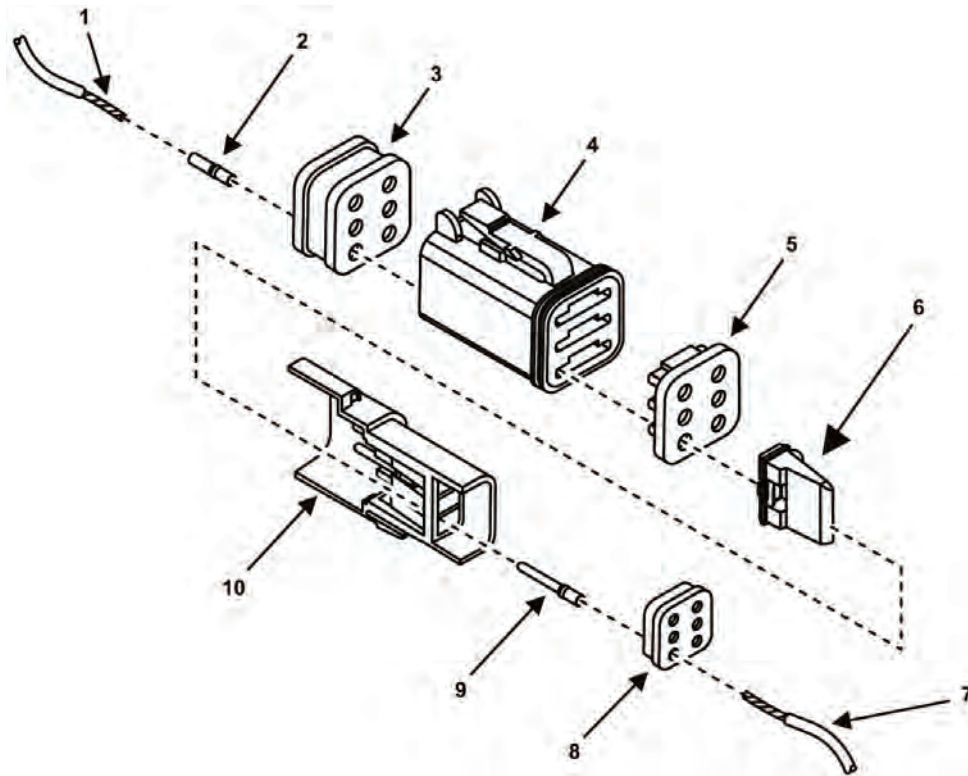


Figure 5. Square-Type Connector.

NOTE

Electrical connectors covered by this method may vary in design/shape but the procedure to repair them is the same.

- a. Identify electrical connector (Figure 5, Items 4 and 10) containing failed contact (Figure 5, Items 2 and 9).
- b. Disconnect connector (Figure 5, Items 4 and 10) from electrical component (Table 4).
- c. Test contact (Figure 5, Items 2 and 9) of electrical connector (Figure 5, Items 4 and 10) using a multimeter to determine failed contact (Figure 5, Items 2 and 9) within the connector (Figure 5, Items 4 and 10).
- d. Remove wedge lock (Figure 5, Item 6) or retainer lock (Figure 5, Item 5) from connector (Figure 5, Items 4 and 10) by pulling straight out using needle nose pliers.
- e. Remove failed contact (Figure 5, Item 2 and 9) by gently pulling wire (Figure 5, Items 1 and 7) attached to failed contact (Figure 5, Item 2 and 9) from connector (Figure 5, Items 4 and 10) while, at the same time, releasing the locking finger of failed contact (Figure 5, Items 2 and 9) using the proper contact removal tool.
- f. Hold seal (Figure 5, Items 3 and 8) in place using the removal tool as it may be displaced when pulling failed contact (Figure 5, Items 2 and 9) from rear of connector (Figure 5, Items 4 and 10) once failed contact (Figure 5, Items 2 and 9) is free from its locking finger.
- g. Cut failed contact (Figure 5, Items 2 and 9) from wire lead (Figure 5, Items 1 and 7) at base of failed contact (Figure 5, Items 2 and 9). Discard failed contact (Figure 5, Items 2 and 9).

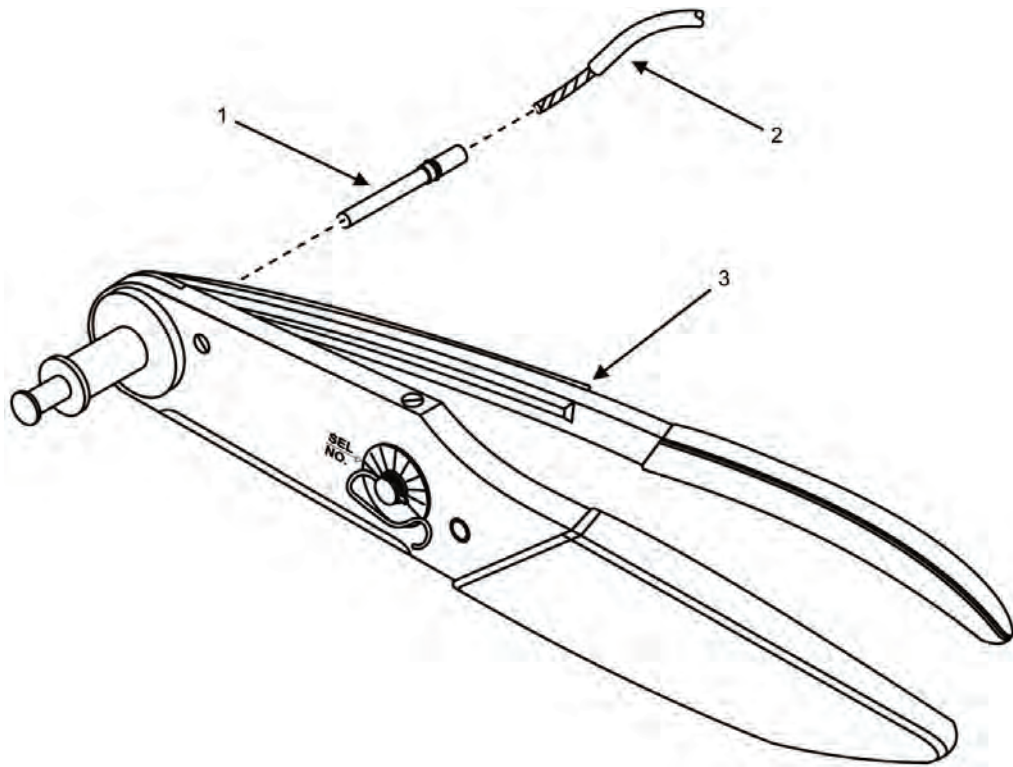


Figure 6. Square-Type Crimping Tool.

- h. Strip insulation from wire lead (Figure 5, Items 1 and 7) to the length of new contact (Figure 5, Items 2 and 9) wire well.

NOTE

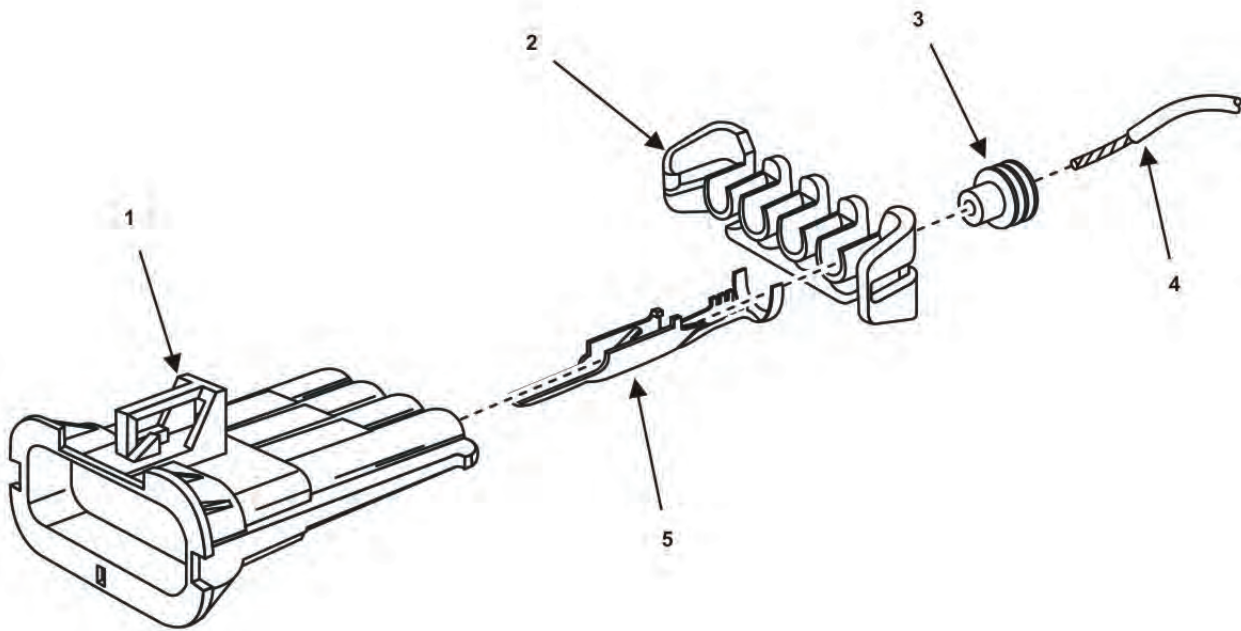
Crimping tool must be readjusted for each type/size of contact.

- i. Adjust crimping tool (Figure 6, Item 3) to the correct size of new contact (Figure 6, Item 1).
- j. Insert new contact (Figure 6, Item 1) into crimping tool (Figure 6, Item 3).
- k. Insert wire (Figure 6, Item 2) into contact (Figure 6, Item 1). Ensure all strands of wire are inside contact barrel. Contact (Figure 6, Item 1) must be centered between indicators of crimping tool (Figure 6, Item 3).
- l. Close handles of crimping tool (Figure 6, Item 3) until crimp cycle is completed.
- m. Release crimping tool handles and remove crimped contact (Figure 6, Item 1) from tool crimping tool (Figure 6, Item 3).
- n. Inspect crimped contact (Figure 6, Item 1) to ensure all strands of wire lead are inside contact barrel.
- o. Repeat sub-steps i through n if all wire strands were not captured inside contact (Figure 6, Item 1).
- p. Grasp wire lead (Figure 5, Items 1 and 7) approximately 1.0 in (25 mm) behind new contact (Figure 5, Items 2 and 9).
- q. Insert new contact (Figure 5, Items 2 and 9) straight into rear of seal (Figure 5, Items 3 and 8) until a click is felt.
- r. Pull gently on wire lead (Figure 5, Items 1 and 7) to verify contact (Figure 5, Items 2 and 9) is locked into connector (Figure 5, Items 4 and 10).

- s. Install wedge lock (Figure 5, Item 6) or retainer lock (Figure 5, Item 5) into connector (Figure 5, Items 4 and 10).
- t. Install repaired connector (Figure 5, Items 4 and 10) to electrical component.
- u. Check electrical component for proper operation. Repair as required.

Table 4. Square-Type Connector Repair.

ELECTRICAL COMPONENT (CONNECTOR NUMBER)	CONTACT TYPE	NO. CONTACTS
Winterization Kit (J20C)	Socket	3
Main Fuel Pump (P65)	Socket	2
Auxiliary Fuel Pump (P60)	Socket	2
Governor Actuator (P37)	Socket	2
G1 Field (P90)	Socket	2
Fuel Level Sensor (P70)	Socket	3
Spares (P75)	Socket	4
G1 Quad (P85)	Socket	2
Output Box (P500)	Socket	33

**Figure 7. Flat-type Pin Connector.****NOTE**

The flat-type electrical connectors used on the AMMPS 10 kW generator set wiring harness are all of the pin type. The mating connectors are integral parts of the electrical components to which they are attached. The female type connectors attached to various electrical components are not repairable and therefore not depicted.

6. Repair flat-type connector (Table 5).
 - a. Identify electrical connector containing failed contact.
 - b. Disconnect wiring harness from electrical component.
 - c. Test contacts (Figure 7, Item 5) of electrical connector using a multimeter to determine failed contact within the connector.
 - d. Pull connector lock (Figure 7, Item 2) from rear of electrical connector shell (Figure 7, Item 1).
 - e. Remove failed contact (Figure 7, Item 5) by gently pulling wire lead (Figure 7, Item 4) attached to failed contact (Figure 7, Item 5) from rear of connector shell (Figure 7, Item 1) while, at the same time, releasing contact (Figure 7, Item 5) from front of connector shell (Figure 7, Item 1) using the proper contact removal tool.
 - f. Remove and discard failed contact (Figure 7, Item 5) from wire lead (Figure 7, Item 4).
 - g. Remove and discard seal (Figure 7, Item 3) from wire lead (Figure 7, Item 4).
 - h. Strip insulation from wire lead (Figure 7, Item 4) to the length of new contact wire well.
 - i. Install new seal (Figure 7, Item 3) onto wire lead (Figure 7, Item 4).
 - j. Crimp new contact (Figure 7, Item 5) to wire lead (Figure 7, Item 4) using proper crimping tool.
 - k. Test new contact (Figure 7, Item 5) using a multimeter to verify continuity is present using wire diagram as a guide to identify the correct circuit.
 - l. Grasp wire lead (Figure 7, Item 4) approximately 1.0 in (25 mm) behind new contact (Figure 7, Item 5).
 - m. Insert new contact (Figure 7, Item 5) straight into rear of connector shell (Figure 7, Item 1) until a click is felt.
 - n. Pull gently on wire lead (Figure 7, Item 4) to verify contact (Figure 7, Item 5) is locked into connector shell (Figure 7, Item 1).
 - o. Install connector lock (Figure 7, Item 2) into rear of connector shell (Figure 7, Item 1).
 - p. Install seal (Figure 7, Item 3) into connector lock (Figure 7, Item 2) until outer surface of seal (Figure 7, Item 3) is flush with outer surface of connector lock (Figure 7, Item 2).
 - q. Install repaired connector (Figure 7, Item 1) to electrical component.
 - r. Check electrical component for proper operation. Repair as required.

Table 5. Flat-Type Connector Repair.

WIRING HARNESS	ELECTRICAL COMPONENT (#)	CONTACT TYPE	NO. CONTACTS
Engine Wiring Harness	Battery Sensor (P5)	Pin	3
Engine Wiring Harness	Coolant Temperature Sensor (P35)	Pin	2
Engine Wiring Harness	Oil Pressure Sensor (P40)	Pin	3
Engine Wiring Harness	Cooling Fan (P96)	Pin	4
Engine Wiring Harness	Relay Panel (P5A) (black)	Pin	2
Engine Wiring Harness	Relay Panel (P5B) (grey)	Pin	4
Engine Wiring Harness	Relay Panel (P5C) (blue)	Pin	4
Engine Wiring Harness	Relay Panel (P5D) (green)	Pin	7
Power Wiring Harness	Relay Panel (P11) (black)	Pin	1
Power Wiring Harness	Relay Panel (P10) (grey)	Pin	1

7. Repair winterization kit connector (Table 6).
 - a. Identify electrical connector containing failed contact.
 - b. Disconnect wiring harness from electrical component.

- c. Test contacts of electrical connector using a multimeter to determine failed contact within the connector.
- d. Remove failed contact (Figure 8, Item 2) by inserting the extraction tool fully into the connector (Figure 8, Item 1) at the failed contact (Figure 8, Item 2). When the extraction tool reaches its full travel, the locking tabs on the failed contact (Figure 8, Item 2) are released.

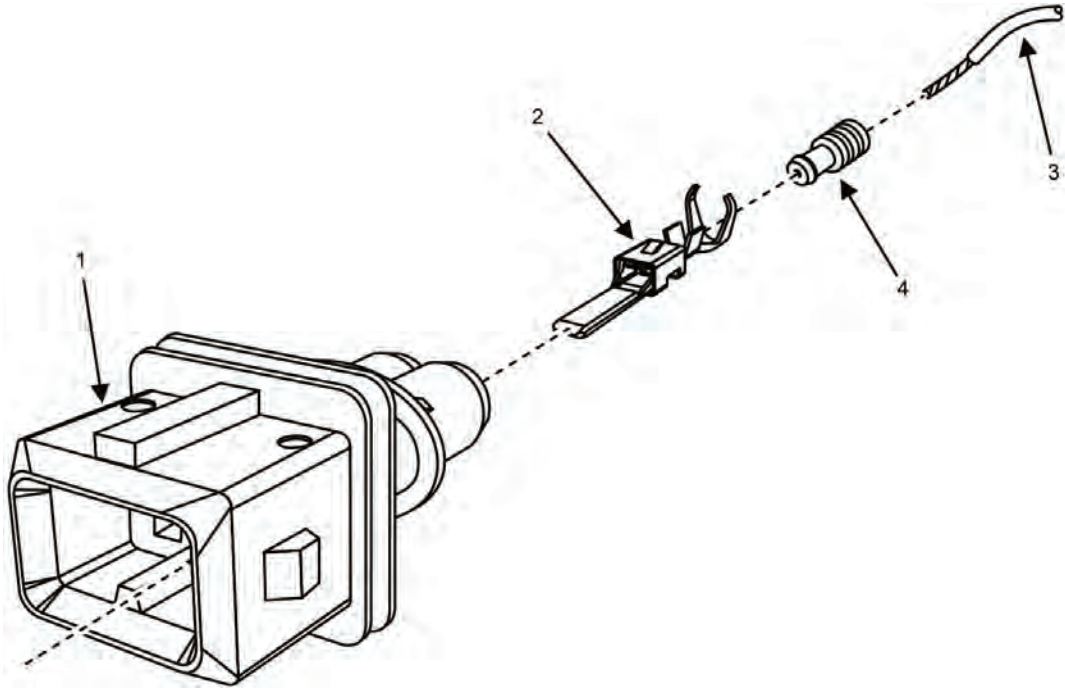
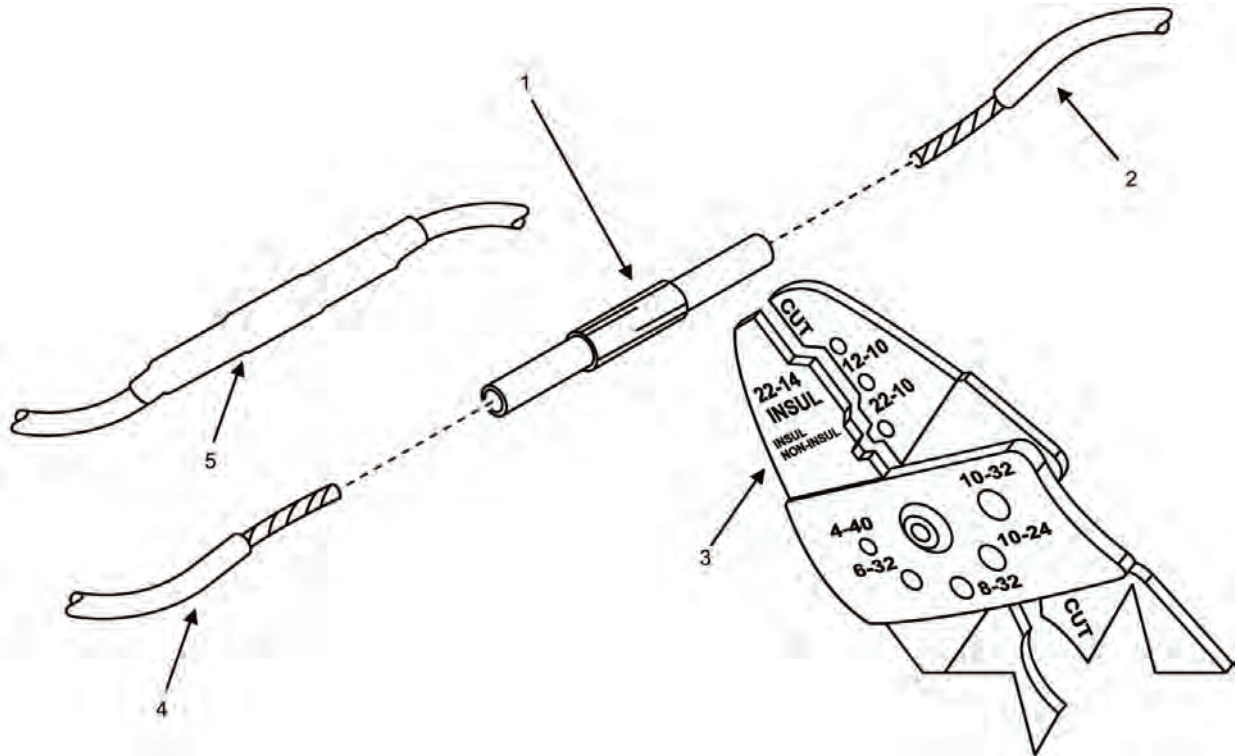


Figure 8. Winterization Kit Pin Connector.

- e. Pull wire lead (Figure 8, Item 3) connected to failed contact (Figure 8, Item 2) gently from the rear of connector (Figure 7, Item 1) to remove failed contact (Figure 8, Item 2).
- f. Remove failed contact (Figure 8, Item 2) from wire lead (Figure 8, Item 3). Discard failed contact (Figure 8, Item 2).
- g. Slide seal (Figure 8, Item 4) further on wire lead (Figure 8, Item 3).
- h. Strip insulation from wire lead (Figure 8, Item 3) to the length of new contact wire well.
- i. Crimp new contact (Figure 8, Item 2) to wire lead (Figure 8, Item 3) using proper crimping tool.
- j. Test new contact (Figure 8, Item 2) using a multimeter to verify continuity is present using wire diagram as a guide to identify the correct circuit.
- k. Grasp wire lead (Figure 8, Item 3) approximately 1.0 in (25 mm) behind new contact (Figure 8, Item 2).
- l. Insert new contact (Figure 8, Item 2) and wire lead (Figure 8, Item 3) straight into rear of connector (Figure 8, Item 1) until a click is felt.
- m. Pull gently on wire lead (Figure 8, Item 3) to verify contact (Figure 8, Item 2) is locked into connector (Figure 8, Item 1).
- n. Install seal (Figure 8, Item 4) into connector (Figure 8, Item 1) until outer surface of seal (Figure 8, Item 4) is flush with outer surface of connector (Figure 8, Item 1).
- o. Install repaired connector (Figure 8, Item 1) to electrical component.
- p. Check electrical component for proper operation. Repair as required.

Table 6. Winterization Kit Connector Repair.

ELECTRICAL COMPONENT (#)	CONTACT TYPE	NO. CONTACTS
Winterization Kit – Fuel Metering Pump (P21)	Pin	2

**Figure 9. Butt Connector.****NOTE**

Butt connectors are installed to repair (splice) in-line damage to an electrical wire. If damage to wire is longer than a replacement butt connector, use two butt connectors and a length of appropriate replacement wire to make a splice repair.

8. Install butt connector.
 - a. Locate in-line damage to electrical wire and determine size of wire and butt connector required.
 - b. Remove and discard damaged section of wire from wiring harness.
 - c. Remove the insulation from each end of the original wiring harness ends (Figure 9, Items 2 and 4).
 - d. Cut a piece of shrink wrap (Figure 9, Item 5) 1.0 in (25 mm) longer than the butt connector (Figure 9, Item 1) being used for the repair.
 - e. Slide shrink wrap (Figure 9, Item 5) over one end of the original wiring harness ends (Figure 9, Items 2 or 4).
 - f. Crimp both ends of original wiring harness (Figure 9, Items 2 and 4) into butt connector (Figure 9, Item 1) using a wire crimping tool (Figure 9, Item 3).
 - g. Slide shrink wrap (Figure 9, Item 5) over the installed butt connector (Figure 9, Item 1). Be sure entire butt connector (Figure 9, Item 1) is covered and shrink wrap (Figure 9, Item 5) is overlapping original wiring harness ends (Figure 9, Items 2 and 4).

- h. Heat shrink wrap (Figure 9, Item 5) until it has tightly covered butt connector (Figure 9, Item 1).
- i. Check electrical component for proper operation. Repair as required.

END OF TASK**Installing InPower AMMPS to a Compatible PC**

1. Ensure compatible PC meets the following requirements:
 - a. Windows 2000, Windows XP, Windows Vista, or Windows 7 32-bit operating system. Installer will detect an unsupported system and abort the installation.
 - b. Internet Explorer 5.5 or above installed and running on the system. Installation cannot proceed if the Internet Explorer version is less than 5.5.
 - c. .Net Framework 2.0 or above for certain utilities and programs to work. Utilities will not work if version 2.0 or above is not available on the system, but installation will proceed.
 - d. A user login and administrative rights on compatible PC for installation. On Windows 7 and Vista operating systems, installation will fail without administrative rights. See administrator for administrative rights if installation fails.
 - e. Any previous version of InPower AMMPS removed from compatible PC IAW standard uninstall procedure.

NOTE

A CD with InPower AMMPS software is issued with each generator set. When using Windows 2000, the V2.0 InPower AMMPS CD folder must be manually opened from [My Computer]. When using Windows XP, the [Open folder to view files using Windows Explorer] option must be chosen from a dialog box that automatically displays. Windows Vista and 7 will automatically run the setup.exe without any prompt.

2. Run setup for InPower AMMPS V2.0.

CAUTION

Default path setting must be used as the destination folder. Restrictions are on a few folders for some operating systems. If restricted paths are selected, select an alternative path. Failure to comply may cause damage to equipment.

NOTE

Installer will check all prerequisites to perform installation. If any prerequisite is not met, then installer will inform user. If entire prerequisite is available, tool will check for previous versions of InPower AMMPS. Installer will not install InPower AMMPS if the same version or a newer version of InPower AMMPS is already installed on the PC.

3. Click [Next] and ensure step 1a – 1e conditions are met if an item is not checked during prerequisite check.

NOTE

Read each screen before making selection.

4. Make selections and click [Next] on the next four screens to install InPower AMMPS at default settings onto PC.

NOTE

Installer may run for several minutes depending on PC performance.

5. Select [Next] to finish installation and view [ReadMe] file.
6. Select [Next] once finished viewing [ReadMe] file.
7. Select [Finish] once setup has completed successfully.
8. Select and open InPower AMMPS icon from desktop or start menu to confirm proper operation.

END OF TASK**Using InPower AMMPS on a Compatible PC****NOTE**

Figure 10 shows a remote cable (Figure 10, Item 4) and a local cable (Figure 10, Item 5). Both cables utilize a RS-485 to RS-232 converter (Figure 10, Item 6). The RS-485 side of the converter plugs into the cable. The RS-232 side plugs into the compatible PC COM Port 1.

The remote cable (Figure 10, Item 4) supports both remote operating software and InPower AMMPS use. The local cable (Figure 10, Item 5) with DISPLAY (Figure 10, Item 8) and MAIN (Figure 10, Item 7) adapters must be used when performing initial or update calibration functions and downloading log files with InPower AMMPS.

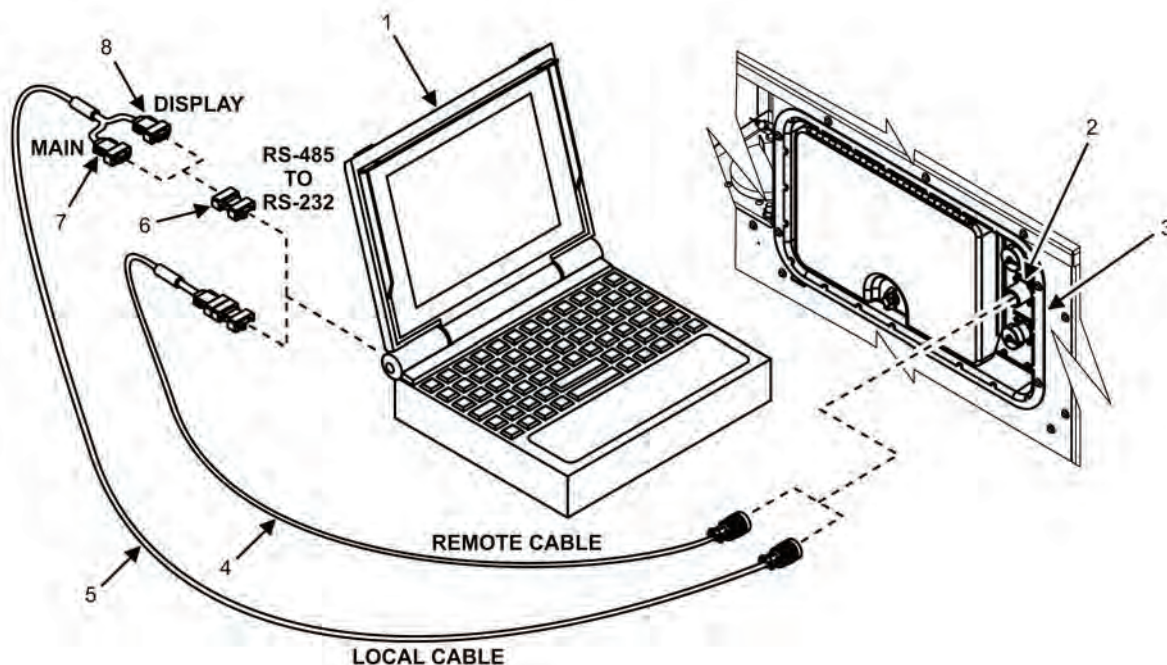


Figure 10. PC and DCS Connections.

1. Install battery ground cable (WP 0036, Remove/Install Batteries) and ensure battery power is supplied to the DCS (main DC circuit breaker ON (TM 9-6115-750-10)).

NOTE

DCS screen will activate upon connection of remote or local cable (Figure 10, Items 4 and 5).

2. Connect a remote cable (Figure 10, Item 4) or local cable (Figure 10, Item 5) to the DCS (Figure 10, Item 3) at REMOTE port (Figure 10, Item 2) and to a compatible PC (Figure 10, Item 1) using MAIN (Figure 10, Item 7) adapter and RS-485 to RS-232 converter (Figure 10, Item 6).
3. Select and open InPower AMMPS icon from desktop or start menu. Install if necessary. See Installing InPower AMMPS to a Compatible PC task.

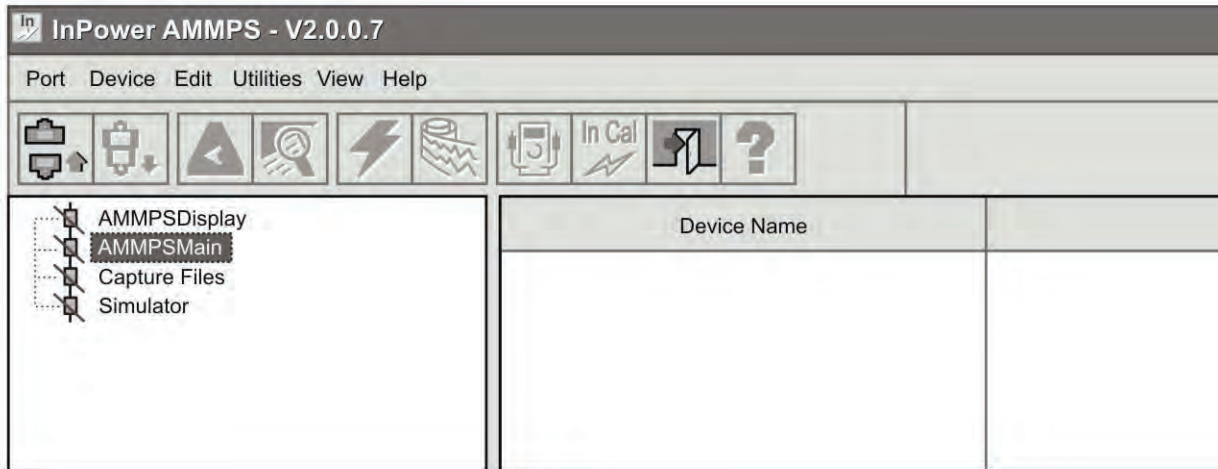


Figure 11. AMMPS Main.

4. Select [AMMPSMain] from left-side explorer pane (Figure 11).

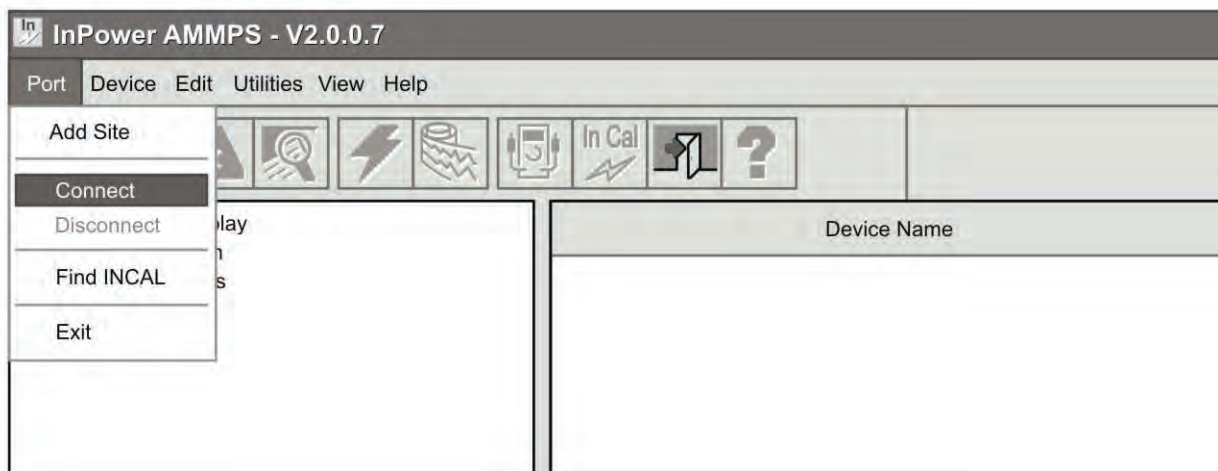


Figure 12. Port Connect.

5. Right-click on [AMMPSMain] or select [Port] from menu bar (Figure 12).
6. Select [Connect] from drop-down menu (Figure 12).
7. Check the following if InPower AMMPS fails to connect:

- a. Ensure COM port for [AMMPSTDisplay] or [AMMPSTMain] is correct and not being used by another device or program. Access [Add Site] from [Port] drop-down menu to change COM port or add a different COM port site.
- b. Ensure proper RS-485 adapter is being utilized and is installed correctly (Figure 10).
- c. Ensure battery power is supplied to DCS and DCS is powered on (step 1).
- d. Check all cables for proper installation and connections (step 2).

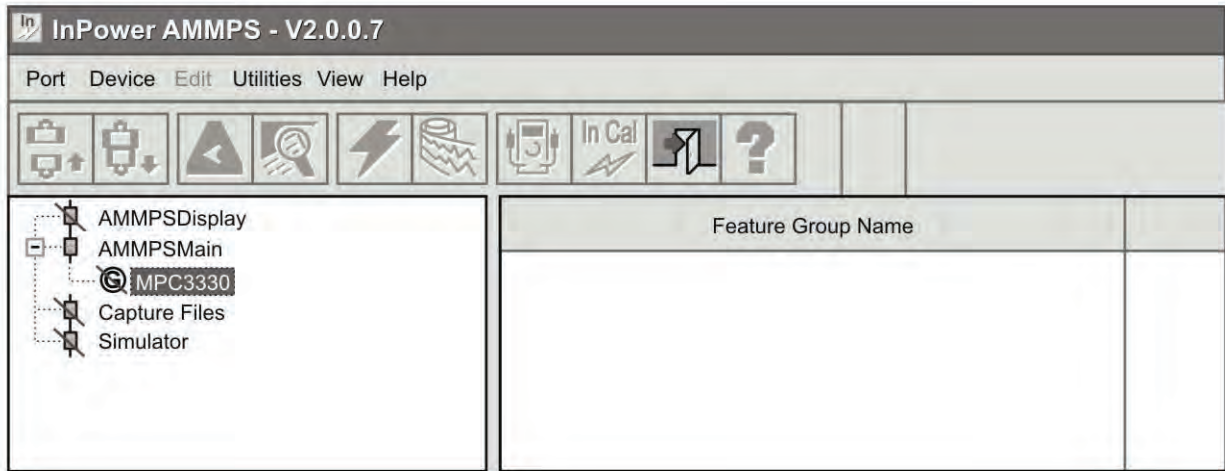


Figure 13. Device MPC3330.

8. Select device [MPC3330] once connected to [AMMPSTMain] (Figure 13).

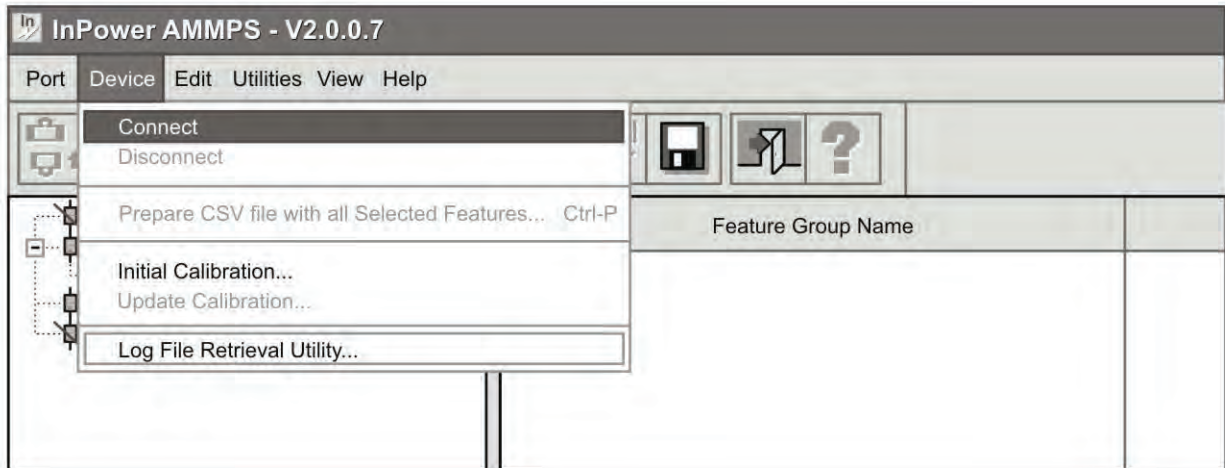


Figure 14. Device Connect.

9. Right-click on [MPC3330] or select [Device] from menu bar (Figure 14).
10. Select [Connect] from drop-down menu (Figure 14).

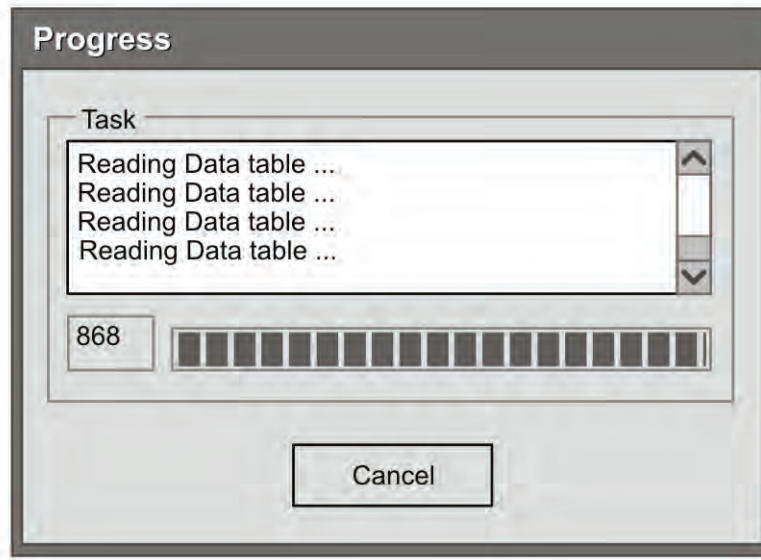


Figure 15. Data Table.

NOTE

Depending on performance of computer, DCS data may take several minutes to load.

11. View [Progress] dialog box as InPower AMMPS imports data from DCS (Figure 15).

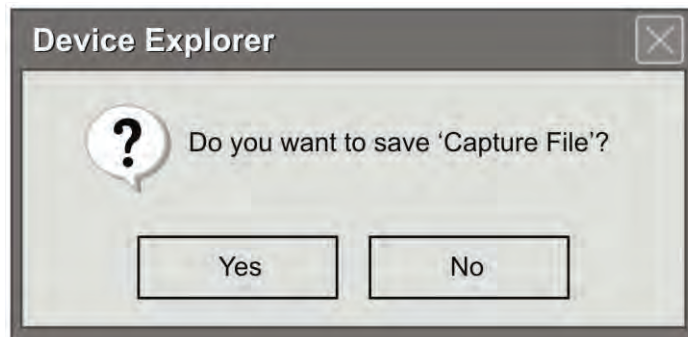


Figure 16. Capture File Yes or No.

NOTE

A capture file is required to perform Using a Capture File to Overlay Data task. Default location for capture file is shown in Figure 17.

12. Perform one of the following when dialog box displays (Figure 16):
 - a. Select [Yes] to save a capture file and:
 - (1) Use default name and default location (Figure 17).

NOTE

A progress bar will show the save process.

(2) Select [Save].

(3) Select [OK] once InPower AMMPS captures file successfully (Figure 17).

b. [No] if capture file will not be saved.

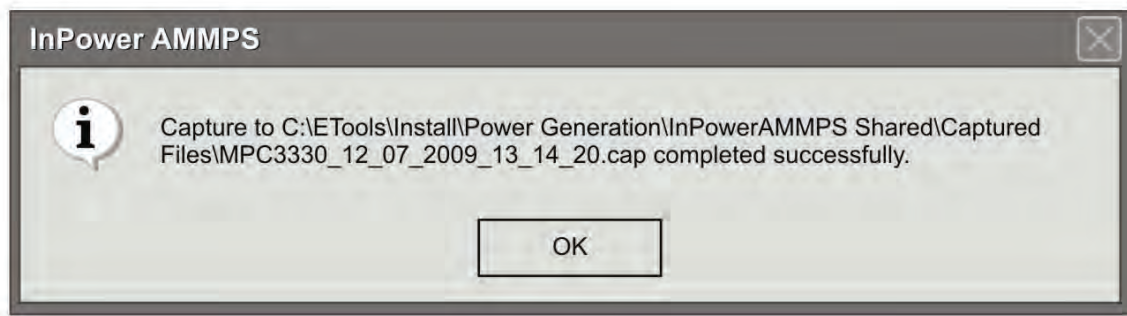


Figure 17. Capture File.

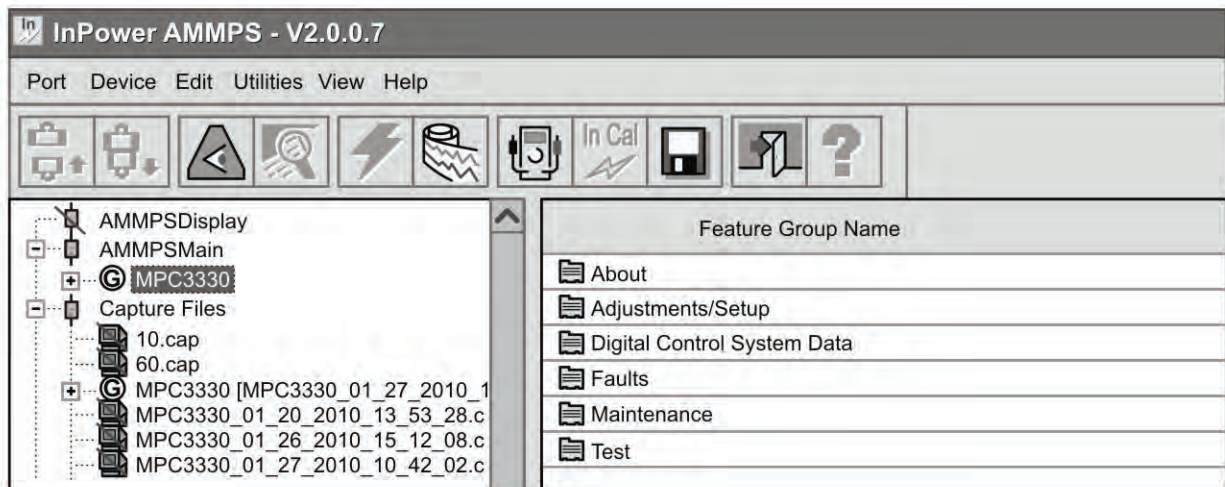


Figure 18. InPower AMMPS Maintenance.

13. Use InPower AMMPS for maintenance or troubleshooting as required (Figure 18).

END OF TASK

Downloading Log Files from DCS

NOTE

Log File Retrieval Utility can be accessed only after connecting to [AMMPSTDisplay] device through InPower AMMPS.

1. Ensure battery ground cable is installed (WP 0036, Remove/Install Batteries) and ensure battery power is supplied to the DCS (main DC circuit breaker ON (TM 9-6115-750-10)).

NOTE

Figure 10 shows a remote cable (Figure 10, Item 4) and a local cable (Figure 10, Item 5). Both cables utilize a RS-485 to RS-232 converter (Figure 10, Item 6). The RS-485 side of the converter plugs into the cable. The RS-232 side plugs into the compatible PC COM Port 1. DISPLAY (Figure 10, Item 8) adapter will be used for step 2.

2. Connect a local cable (Figure 10, Item 5) (with DISPLAY (Figure 10, Item 8) adapter) to the DCS (Figure 10, Item 3) and a compatible PC (Figure 10, Item 1).

NOTE

DCS screen will activate upon connection of cable.

3. Select and open InPower AMMPS icon from desktop or start menu. Install if necessary. See Installing InPower AMMPS to a Compatible PC task.
4. Select [AMMPSTDisplay] from left-side explorer pane (Figure 19).
5. Double-click on [AMMPSTDisplay] (Figure 19) or select [Connect] from [Port] drop-down menu (Figure 20).

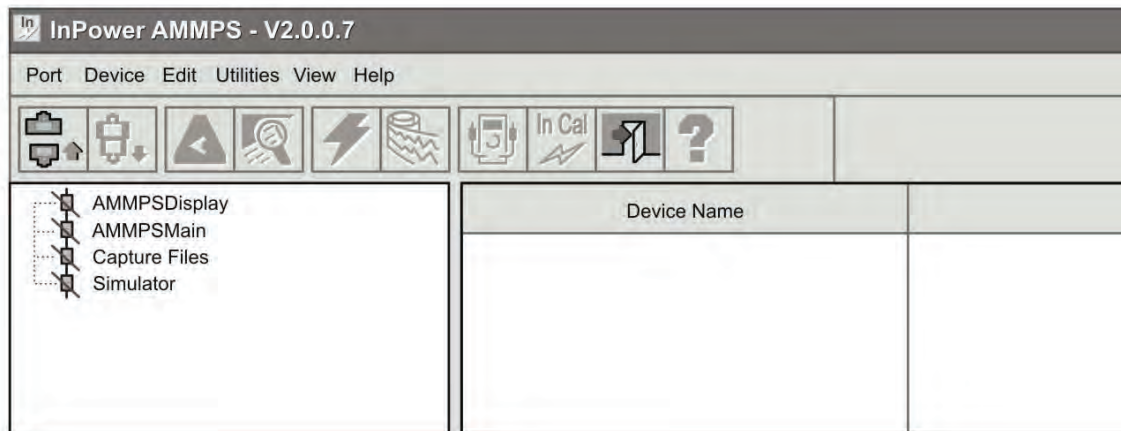


Figure 19. AMMPS Display.

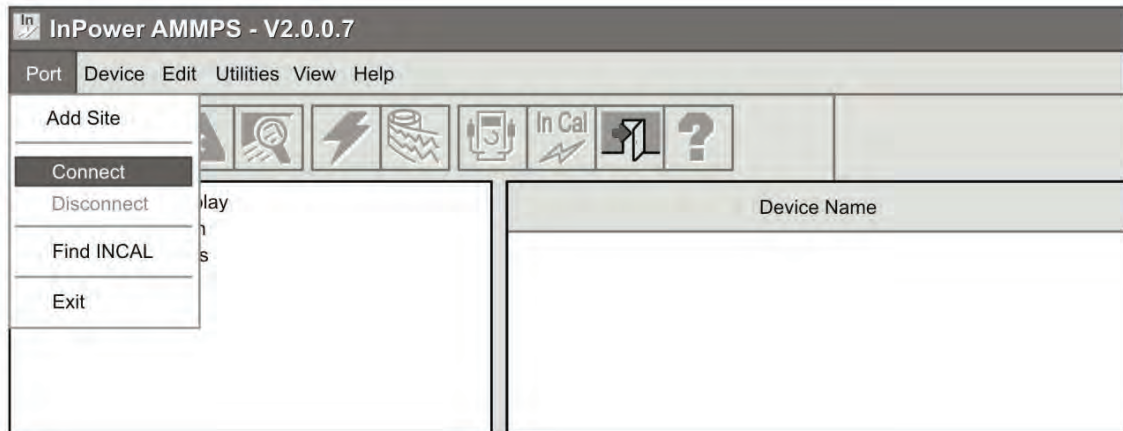


Figure 20. Port Connect for AMMPS Display.

6. Check the following if InPower fails to connect:
 - a. Ensure COM port for [AMMPSDisplay] is correct and not being used by another device or program. Access [Add Site] from [Port] drop-down menu to change COM port or add a different COM port site.
 - b. Ensure proper RS-485 adapter is being utilized and is installed correctly (Figure 10).
 - c. Ensure battery power is supplied to DCS and DCS is on (step 1).
 - d. Check all cables for proper installation and connections (step 2).

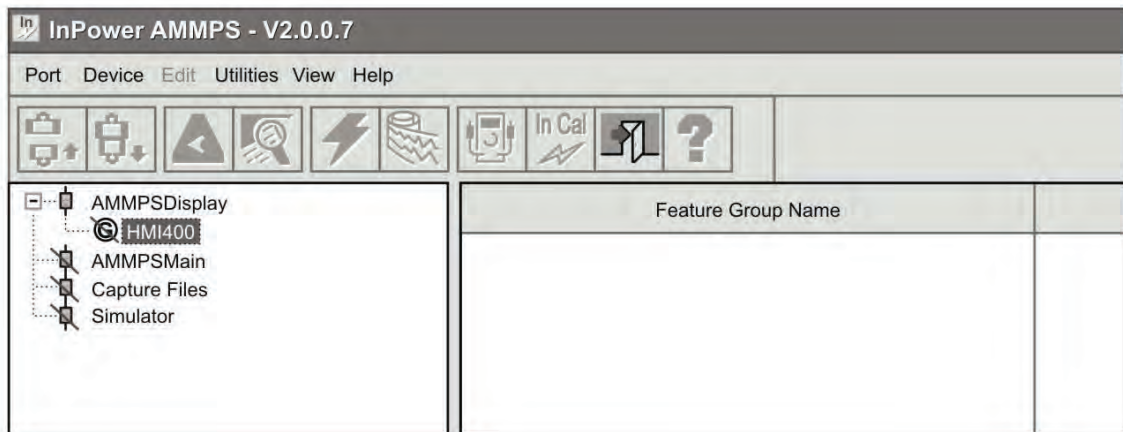


Figure 21. Device HMI400.

7. Select [HMI400] from left-side explorer pane (Figure 21).
8. Select [Connect] from [Device] drop-down menu (Figure 22).

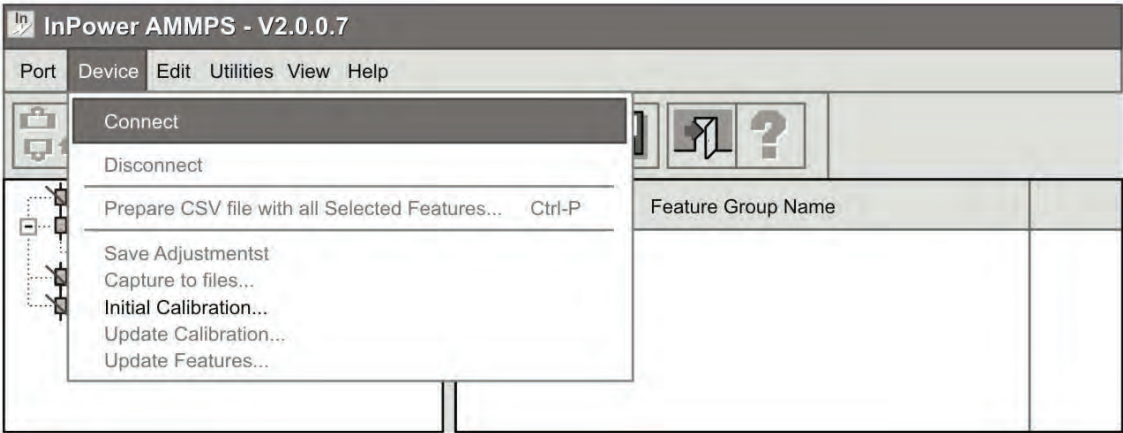


Figure 22. Device Connect for AMMPS Display.

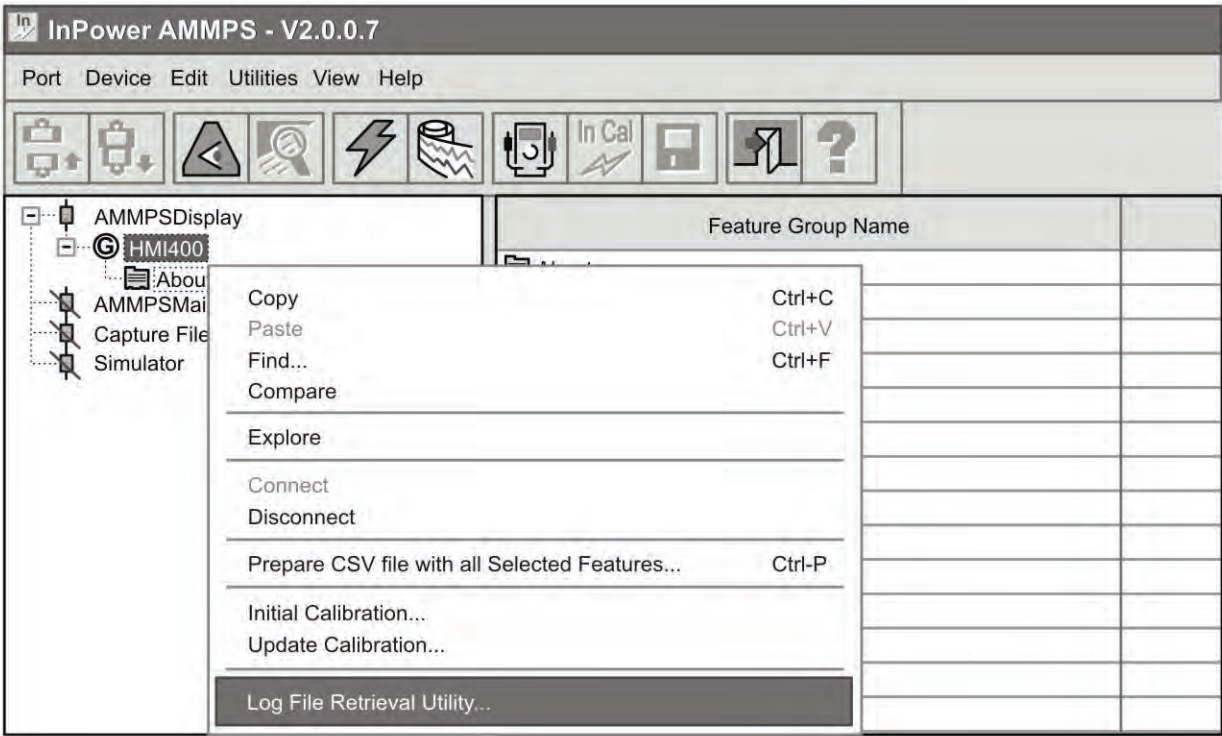


Figure 23. Log File Retrieval Utility.

NOTE

Log File Retrieval Utility can also be accessed through [Device] on menu bar.

- 9. Right-click [HMI400] from left-side explorer pane once connected (Figure 23) and select [Log File Retrieval Utility] to access dialog box (Figure 24).

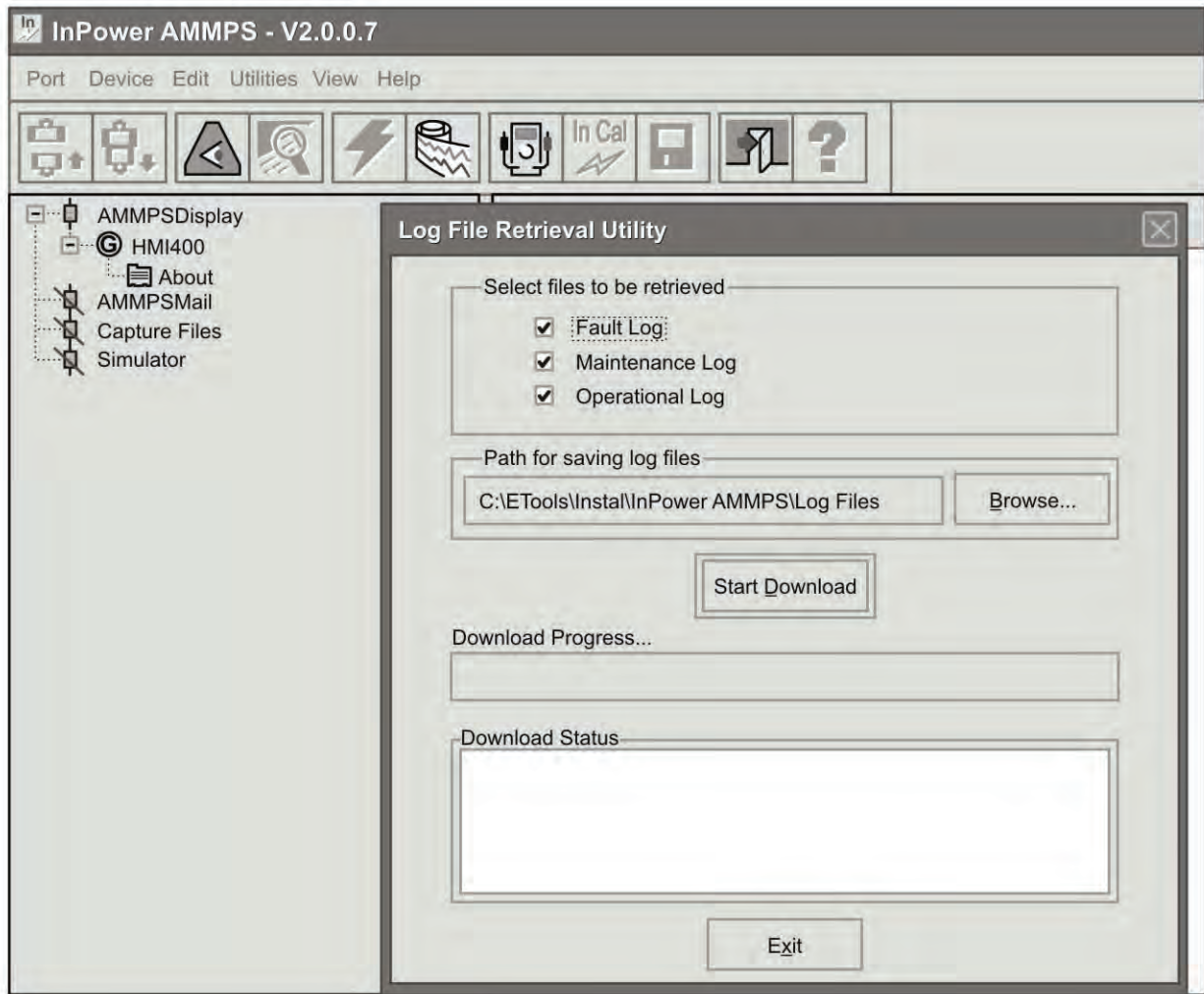


Figure 24. Log File Retrieval Utility Dialog Box.

10. Select/de-select any of the log files (Figure 24) for retrieval:

- a. [Fault Log].
- b. [Maintenance Log].
- c. [Operational Log].

NOTE

Default path for saving log files is C:\ETools\Instal\InPower AMMPS\Log Files.

11. Use [Browse] button (Figure 24) to change save location for log(s), if different location is desired.

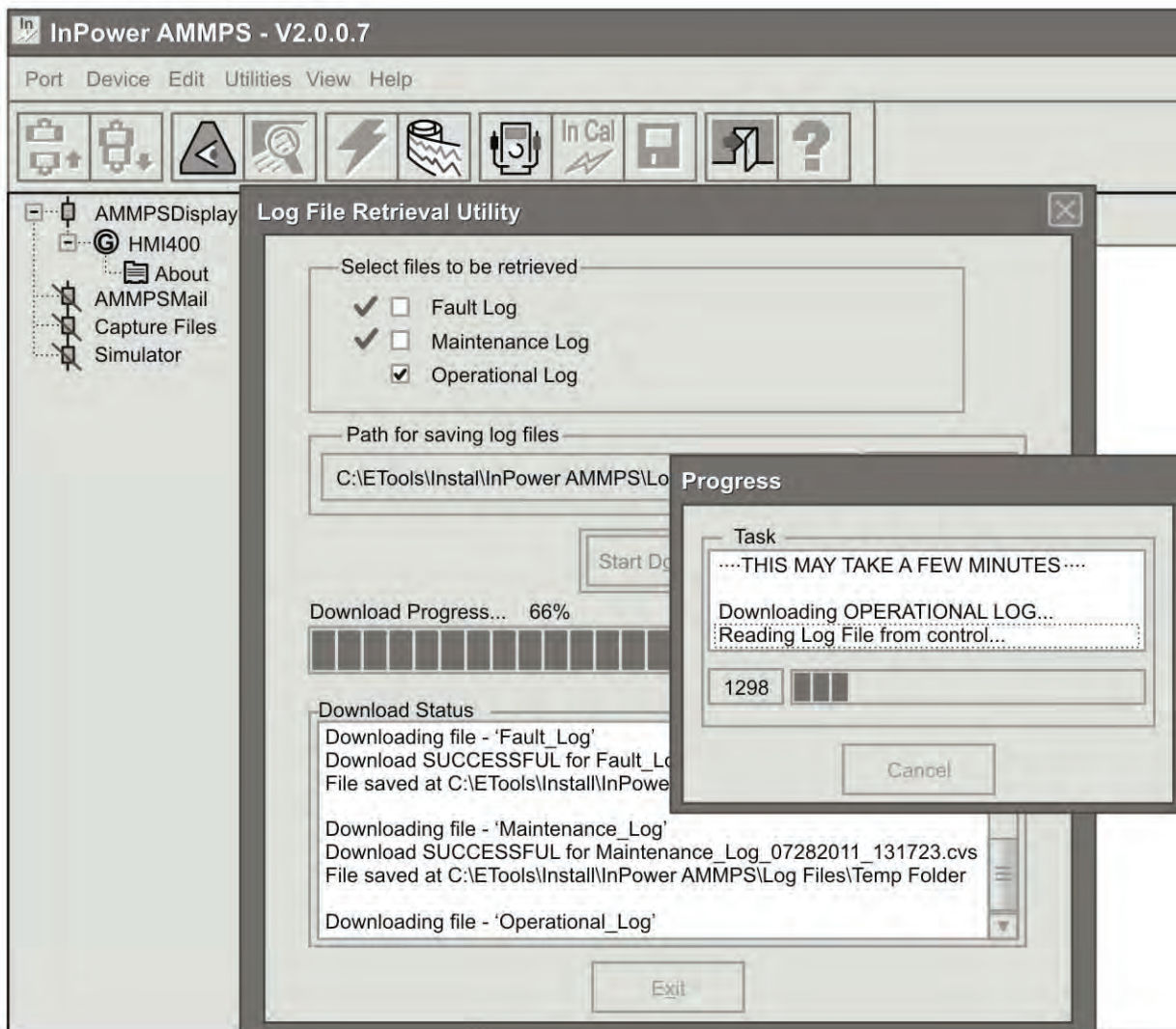


Figure 25. Log File Retrieval Utility Download.

NOTE

Download time (Figure 25) will vary depending on the size of the files within the control and the connection speed (baud rate).

12. Click [Start Download] button (Figure 24).

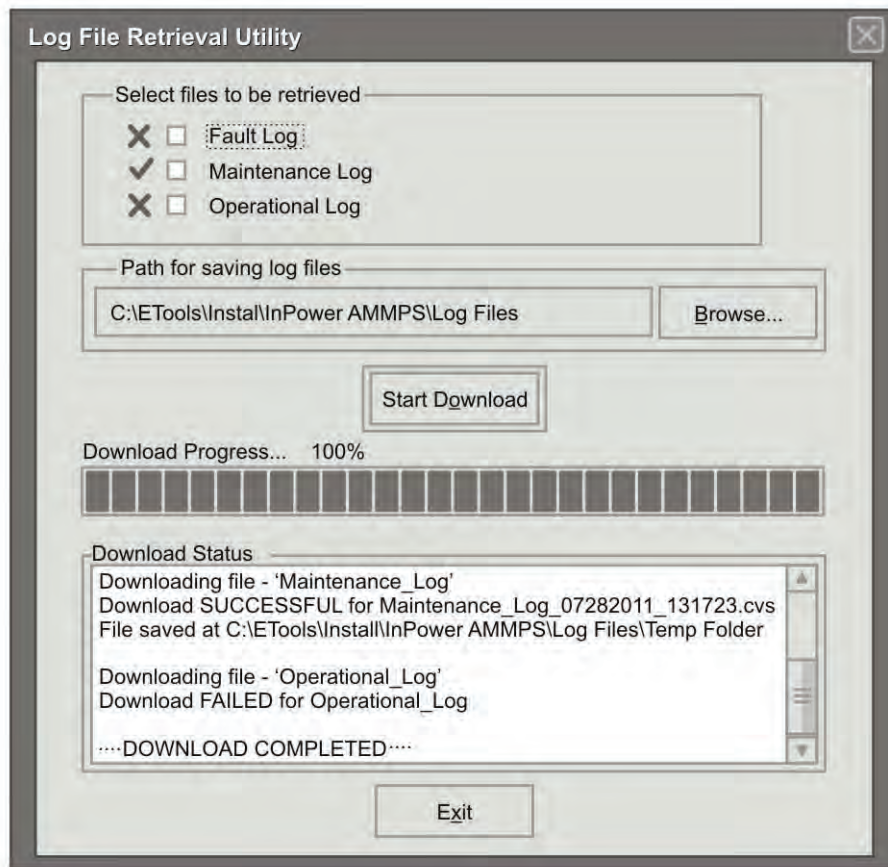


Figure 26. Log File Retrieval Utility Download Status.

NOTE

A green check mark (Figure 26) will appear next to the selected file(s) once file(s) is downloaded successfully. A red cross next to file(s) and indication DOWNLOAD FAILED in [Download Status] will appear for any file that fails to download. Figure 26 shows successful [Maintenance Log] download, failed [Fault Log] download, and failed [Operational Log] download.

13. Check [Download Status] message box (Figure 26) to ensure logs download properly.
14. Start a new download or click [Exit] (Figure 26) when all desired downloads are complete.

NOTE

Log files are Comma-Separated Values (CSV) files. A compatible program, such as Microsoft Excel, is required for viewing. Files can be copied and renamed onto a desktop without opening and viewing.

15. Open selected log from default path or saved location and review data in file.
16. Remove local cable (Figure 10, Item 5) (with DISPLAY (Figure 10, Item 8) adapter) from the DCS (Figure 10, Item 3) and compatible PC (Figure 10, Item 1).

END OF TASK

Using a Capture File to Overlay Data

CAUTION

It is important to save the latest capture file from DCS being replaced. Data can only be accessed using InPower AMMPS and a MSD hard drive (or compatible computer). If data is accessible, capture file can be used to overlay parameters and maintenance timers from the replaced DCS. If unable to access capture file data, maintenance timers will be reset and some parameters from replaced DCS will be lost. Use latest hard copy records to determine when maintenance actions are due. Failure to comply will cause damage to equipment.

It is important to save log data from DCS being replaced. The maintenance, operational, and fault logs should be downloaded from the DCS with InPower and saved to the hard drive of a MSD (or compatible computer). Maintenance, operational, and fault logs cannot be uploaded to the new DCS, but can be saved for reference. All logs will start over with a new DCS. If unable to access logs, use latest hard copy records to access operational, maintenance, and fault events. Failure to comply may cause damage to equipment.

NOTE

DCS that contains desired data will be referred to as DCS 1. DCS 2 is the destination DCS. DCS 2 can either be the same DCS after a calibration has been completed or a new DCS that is replacing a failed DCS.

Capture files can be stored in the [Captured Files] folder on the hard drive of a PC. They can also be removed and placed in an easy access location such as a desktop, CD, or memory drive. If a different PC will be used to upload capture file to DCS 2, capture file must be copied and pasted to PC that will be used.

1. Connect to [AMMPSMain] of DCS 1 and ensure capture file is saved. See Using InPower AMMPS on a Compatible PC task.
2. Use explorer pane of PC to access [C:\ETools\Install\Power Generation\InPowerAMMPS Shared\Captured Files] on the computer hard drive.

NOTE

Capture files can be renamed and stored in the [Captured Files] folder on the hard drive of a PC. They can also be removed and placed in an easy access location such as a desktop, CD, or memory drive. If a different PC will be used to upload capture file to DCS 2, capture file must be copied and pasted to PC that will be used.

3. Copy and paste desired (most recent) capture file to selected location and rename as DCS 1 or rename capture file as DCS 1 and leave in current location.
4. Disconnect InPower AMMPS from DCS.
5. Record engine hours of DCS 1 and save for use with DCS 2.
6. Disconnect from [AMMPSMain] and remove local cable (Figure 10, Item 5) (with MAIN (Figure 10, Item 7) adapter).
7. Paste capture file from DCS 1 into [C:\ETools\Install\Power Generation\InPowerAMMPS Shared\Captured Files] on the PC hard drive if moving capture file from one PC or location to another.
8. Connect to [AMMPSMain] of DCS 2. See Using InPower AMMPS on a Compatible PC task.

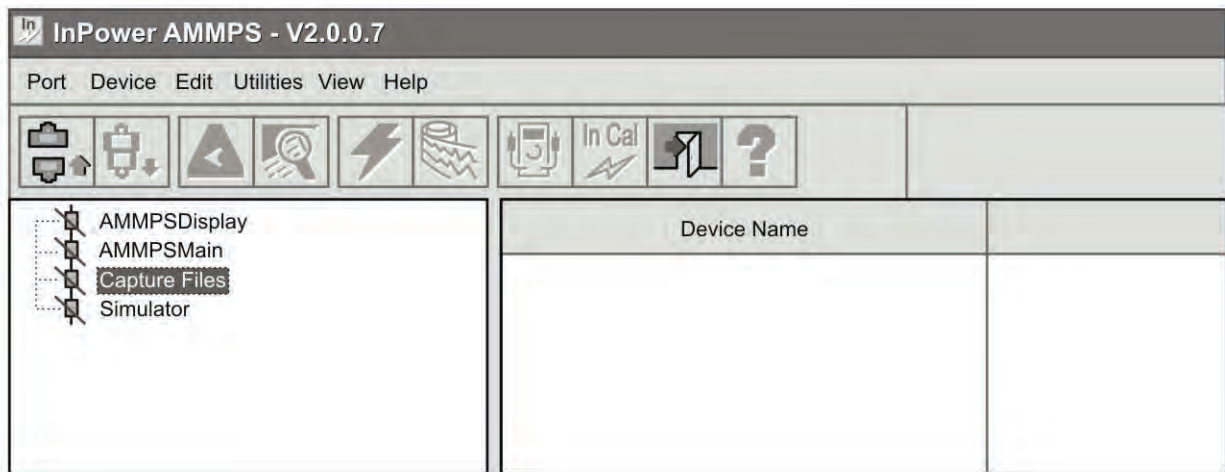


Figure 27. Capture File Explorer.

9. Select [Capture Files] from explorer pane (Figure 27).

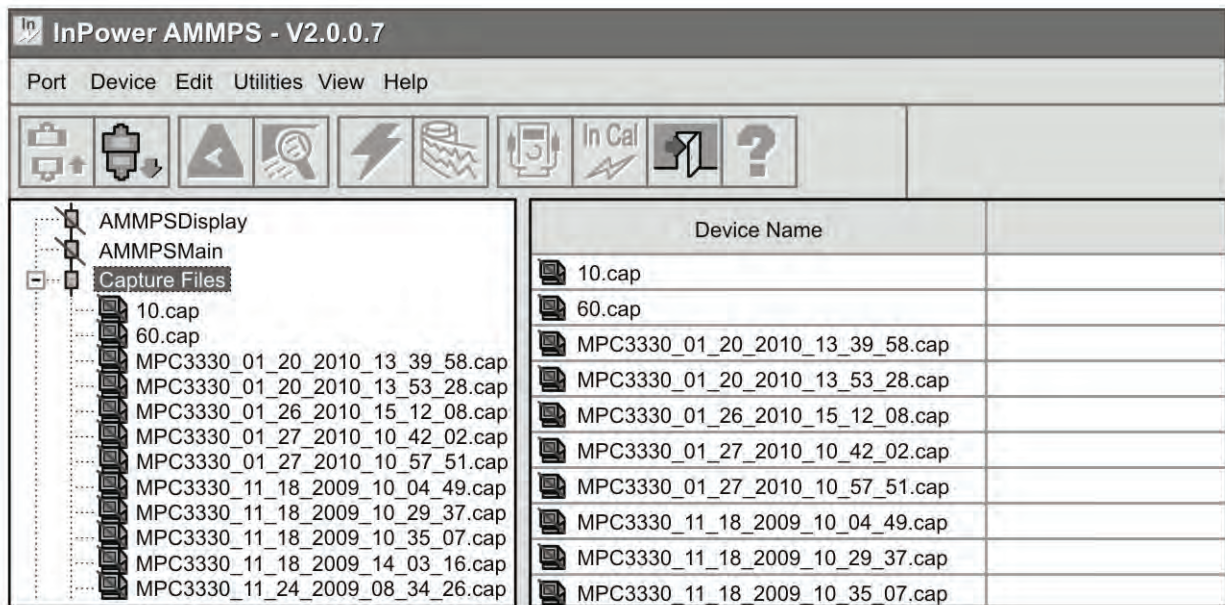


Figure 28. Open Capture Files Explorer.

10. Double-click on [Capture Files] to display available [Capture Files] (Figure 28).

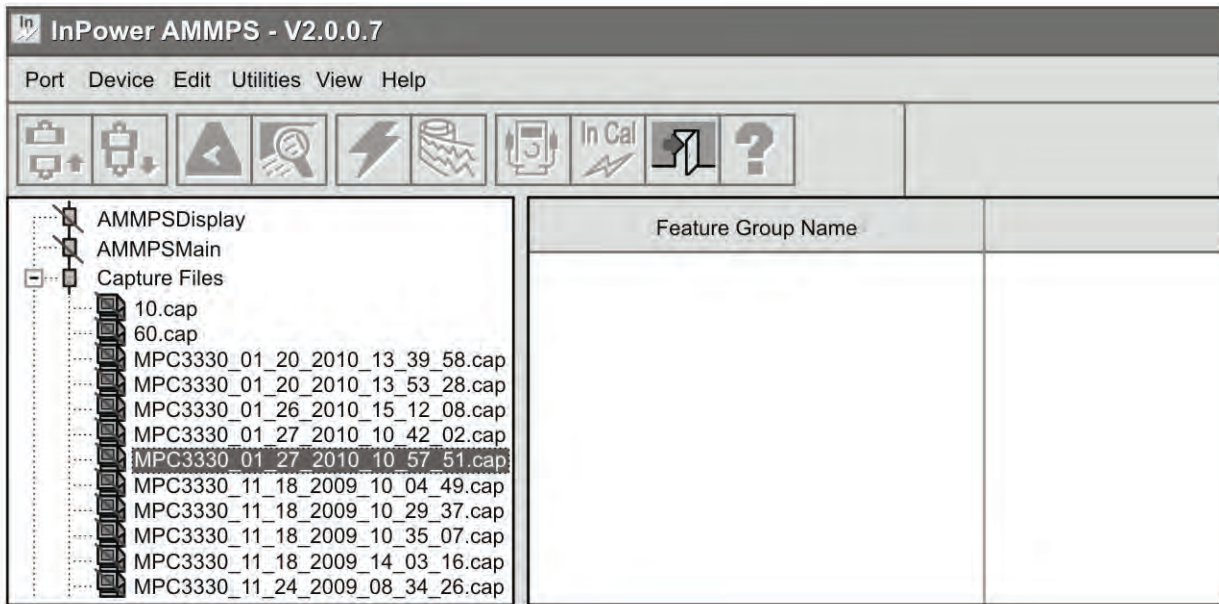


Figure 29. Select Capture File.

NOTE

Selected capture file shown in Figure 29 is an example. Any desired capture file can be selected and used as long as data required has been captured in file.

11. Select desired capture file from DCS 1 based on latest data captured or pasted to file (Figure 29).
12. Double-click selected capture file to connect and display capture file (Figure 29).

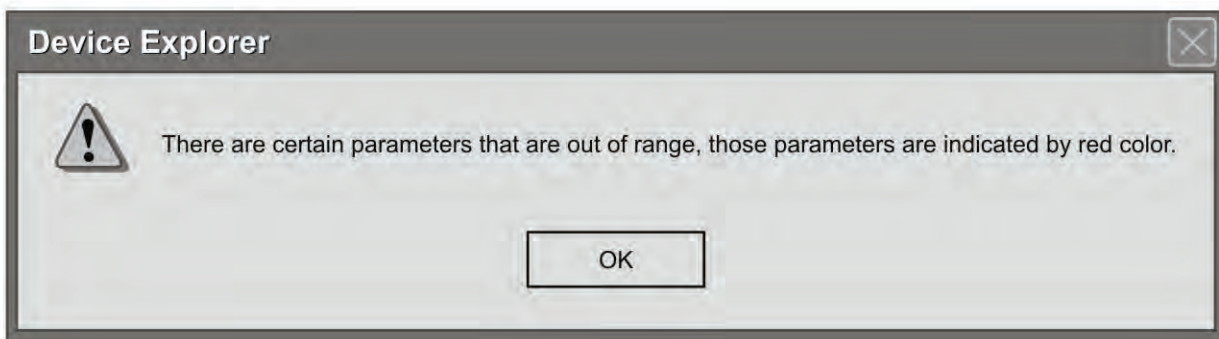


Figure 30. Parameters Dialog Box.

13. Choose [OK] when dialog box displays (Figure 30).

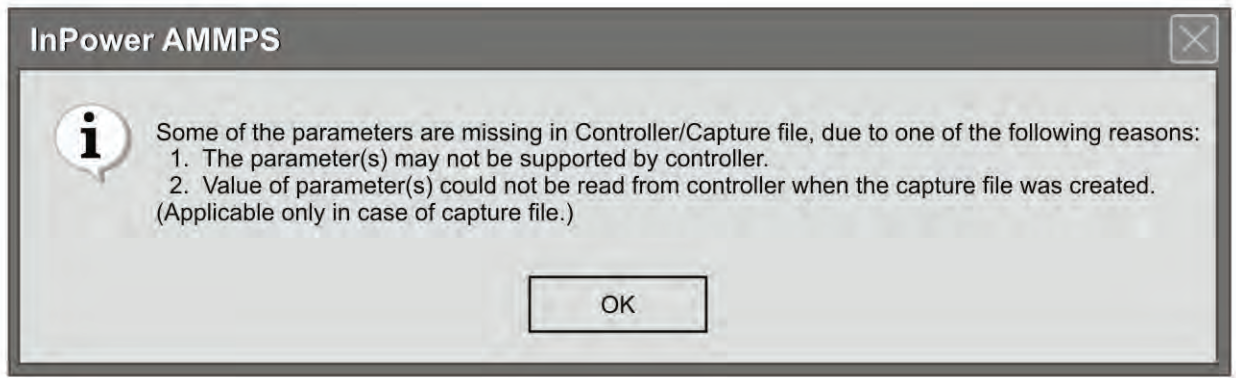


Figure 31. Parameters Missing.

NOTE

A dialog box indicating missing parameters (Figure 31) may display due to missing information (such as a model number) or a problem with the capture file. Depending on the condition of DCS 1, some data may not have been copied to capture file. Continue to overlay available data. Remaining data can be entered as required. See step 19.

14. Choose [OK] if second dialog box displays (Figure 31).
15. Connect InPower AMMPS to [AMMPSMain] and [MPC3330] of DCS 2. See Using InPower AMMPS on a Compatible PC task.

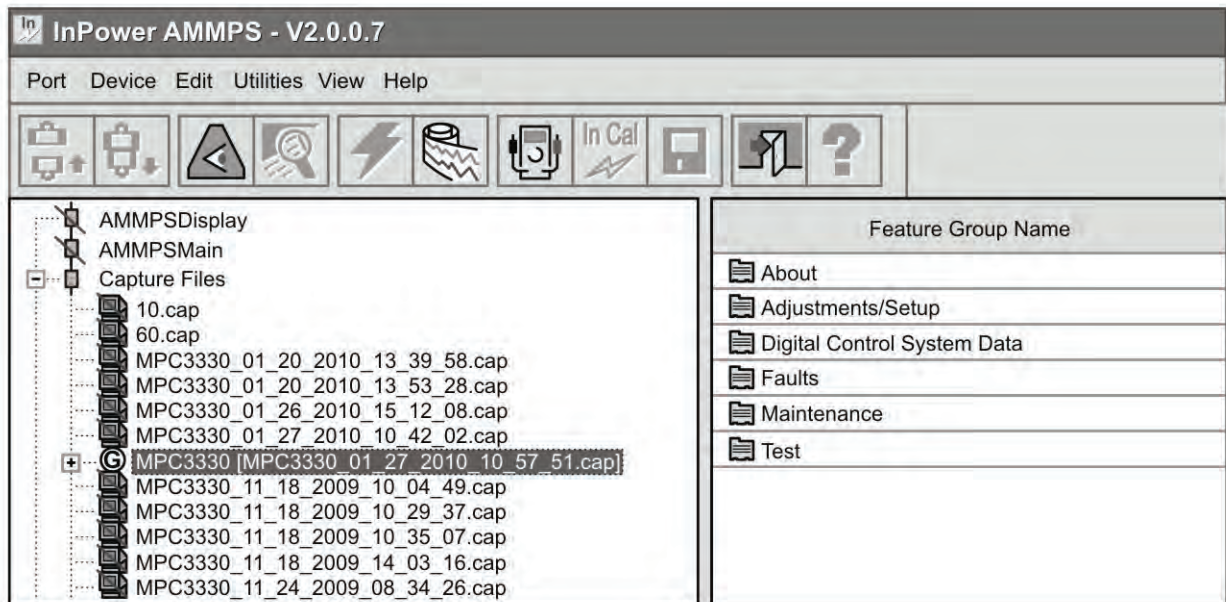


Figure 32. Drag Capture File.

NOTE

Before drag and drop, ensure InPower AMMPS is connected to [AMMPS Main] and [MPC3330] of DCS 2. Once selected, drag capture file from current location and drop to [AMMPSMain] to overlay file.

16. Select capture file (Figure 32) with mouse pointer and hold down left mouse button to drag and drop capture file to [AMMPSMain] device (Figure 33).

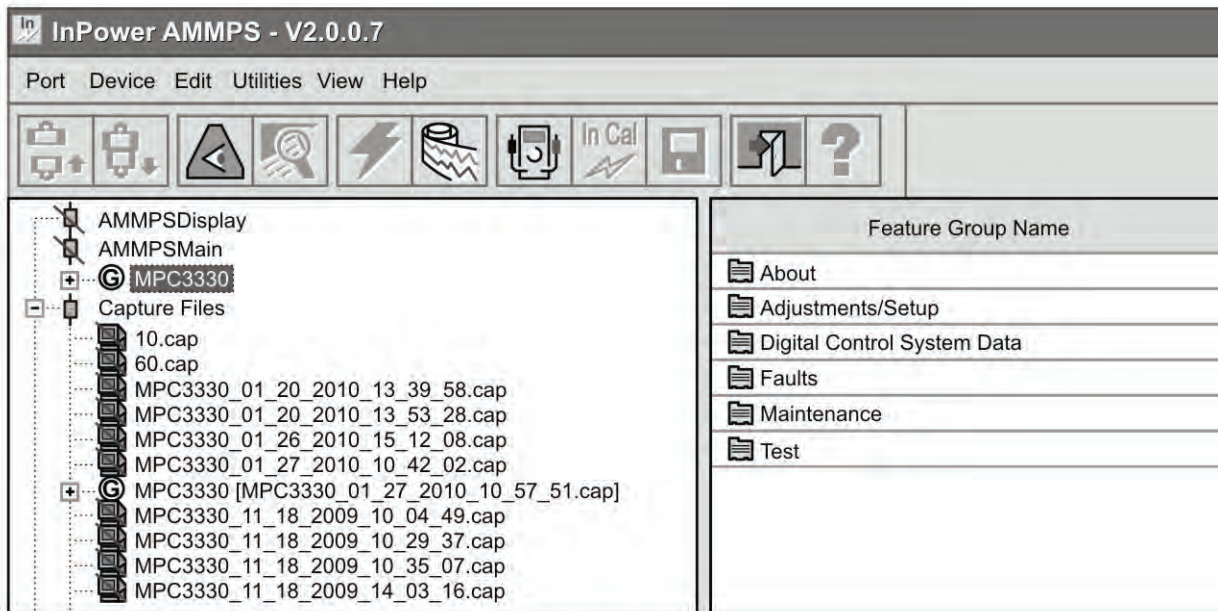


Figure 33. Drop Capture File.

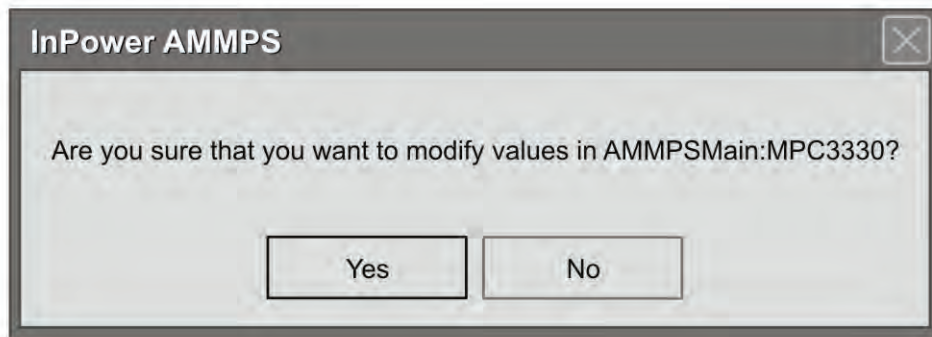


Figure 34. Modify Values.

17. Choose [Yes] when dialog box displays (Figure 34).

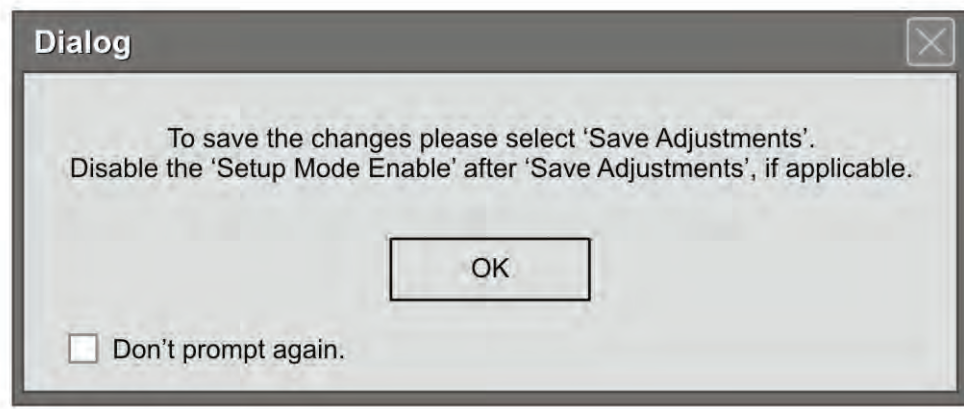


Figure 35. Save Adjustments.

18. Choose [OK] when dialog box displays (Figure 35).

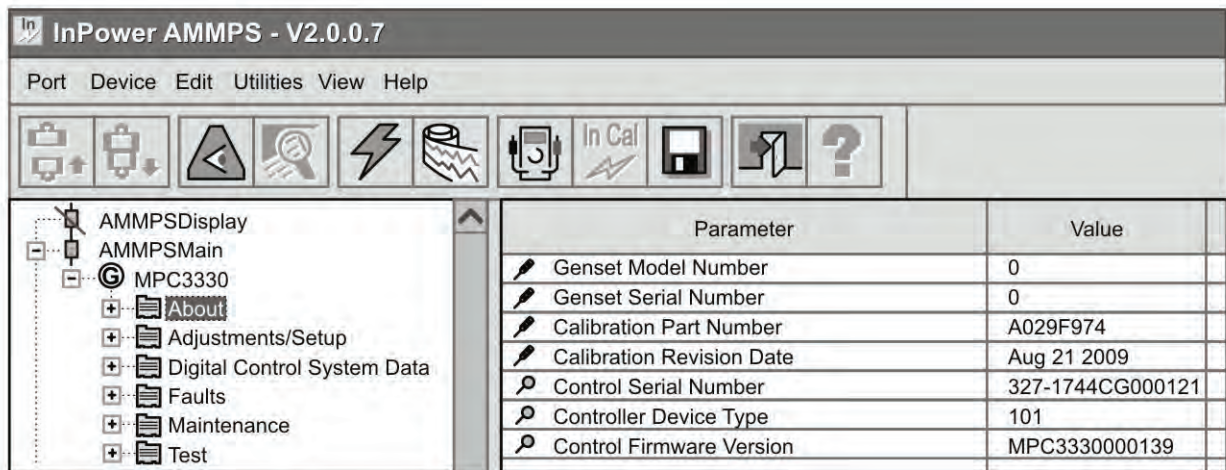


Figure 36. About Parameters.

NOTE

[About] is shown in Figure 36 as an example of an option available from the explorer pane. [Adjustments/Setup], [Digital Control System Data], [Faults], [Maintenance], and [Test] are also all available for viewing. Adjustments to the parameters are only required when a value is missing or a value is desired that currently is not saved to a parameter.

19. Select an option (e.g. [About]) from explorer pane under [MPC3330] device and modify parameters as required by double-clicking within [Value] and typing desired text (e.g. add model number to [Value] column of [Genset Model Number] Parameter) (Figure 36).

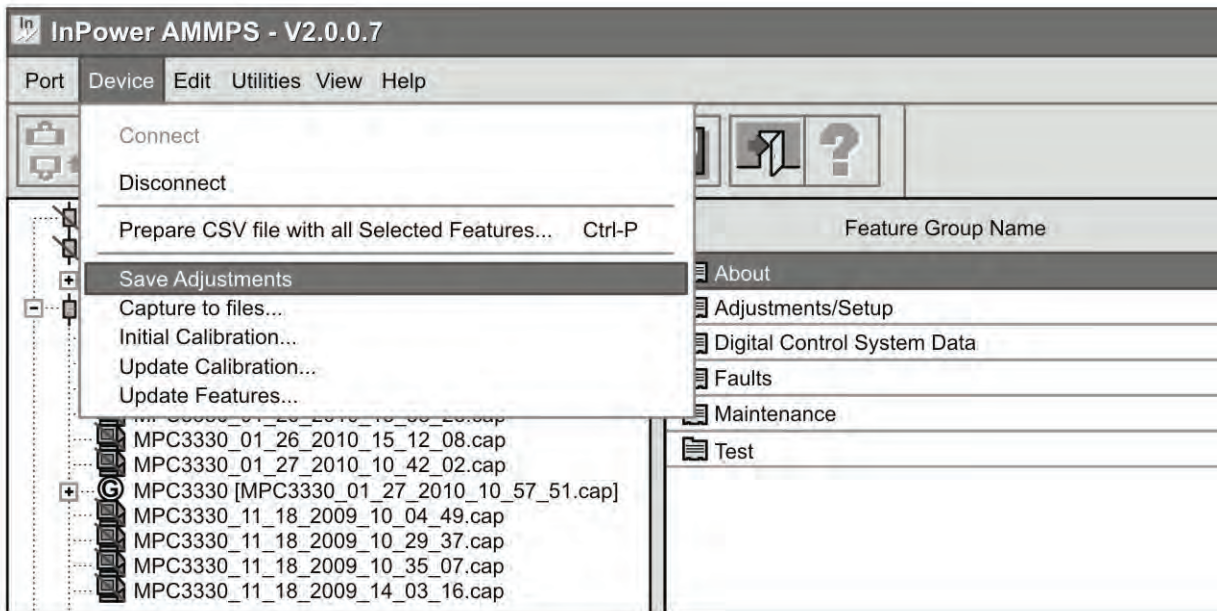


Figure 37. Save Adjustments from Drop-Down Menu.

20. Select [Save Adjustments] from [Device] drop-down menu (Figure 37) or select save icon shortcut (not shown).

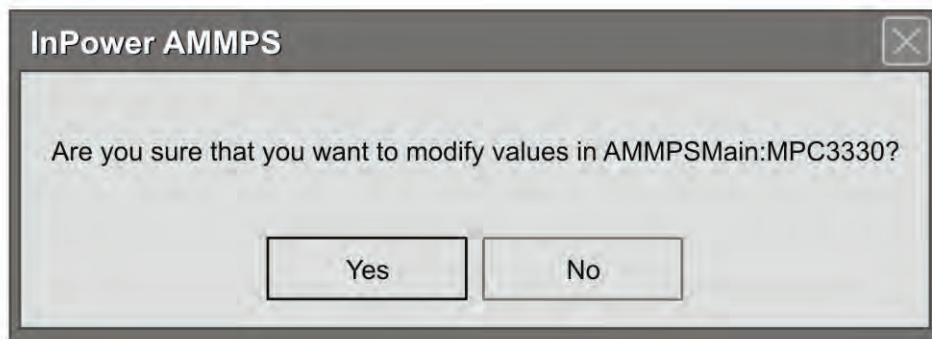


Figure 38. Confirm Modify Values.

21. Select [Yes] when dialog box displays (Figure 38).

Save Adjustments

Site ID: AMMPMain Device Name: MPC3330

Following parameter values have been changed. Do you want to permanently save the changes you have made?

Parameter Description	Old Value	New Value
Maintenance Item 5004 Countdown	700.20	750.06
Maintenance Item 5001 Countdown	0.15	250.02
Maintenance Item 5007 Countdown	1950.30	2000.16
Genset 3 Phase 400Hz Voltage Calibration	0.999	0.992
Calibration Revision Date	Nov 4 2009	Aug 21 2009
Maintenance Item 5017 Countdown	200.16	250.02
Maintenance Item 5014 Countdown	5.18	24.00
Maintenance Item 5011 Countdown	5.18	24.00
Maintenance Item 5006 Countdown	700.20	750.06
Maintenance Item 5003 Countdown	700.20	750.06
Genset 3 Phase 50/60Hz Voltage Calibration	0.996	0.988
Maintenance Item 5009 Countdown	450.18	500.04
Genset 240V Single Phase 50/60Hz Voltage Calibration	1.000	0.985
Genset 120V Single Phase 400Hz Voltage Calibration	1.001	0.978
Maintenance Item 5010 Countdown	1450.26	1500.12
Maintenance Item 5016 Countdown	200.16	250.02
Maintenance Item 5013 Countdown	2450.34	2500.20
Maintenance Item 5002 Countdown	700.20	750.06
Maintenance Item 5008 Countdown	1450.26	1500.12
Maintenance Item 5005 Countdown	1950.30	2000.16
Genset 120V Single Phase 50/60Hz Voltage Calibration	0.996	0.972
Genset 240V Single Phase 400Hz Voltage Calibration	1.005	0.991
Maintenance Item 5012 Countdown	4950.54	5000.40

Save Discard Cancel

Figure 39. Confirm Save Adjustments.

22. Review [Save Adjustments] dialog box for changes between [Old Value] column and [New Value] column (Figure 39).
23. Confirm parameters are the correct or desired changes for DCS 2 (Figure 39).
24. Compare hard copy records as required.
25. Double-click [New Value] column as required to adjust parameter values and click [Save] once adjustments are made (Figure 39).

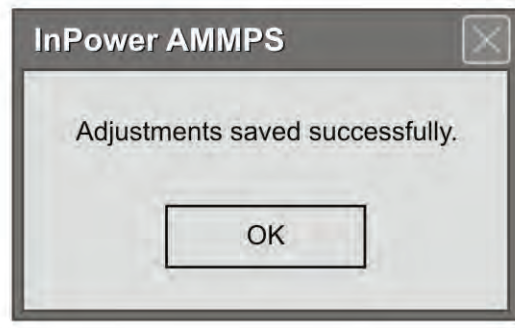


Figure 40. Saved.

26. Select [OK] when [Adjustments saved successfully] displays in dialog box (Figure 40).
27. Retry capture file procedure if adjustments are not saved successfully. See steps 1 through 26.
28. Update engine hours using adjustments screen 2 based on recorded value from DCS 1 (TM 9-6115-750-10).
29. Turn main DC circuit breaker OFF (TM 9-6115-750-10).
30. Turn main DC circuit breaker ON (TM 9-6115-750-10).
31. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
32. Start engine and check for proper operation (TM 9-6115-750-10).
33. Repair as required.

END OF TASK

Using Initial Calibration to Install Control Firmware Updates

1. Install battery ground cable (WP 0036, Remove/Install Batteries) and ensure battery power is supplied to the DCS (main DC circuit breaker ON (TM 9-6115-750-10)).

NOTE

Figure 10 shows a remote cable (Figure 10, Item 4) and a local cable (Figure 10, Item 5). Both cables utilize a RS-485 to RS-232 converter (Figure 10, Item 6). The RS-485 side of the converter plugs into the cable. The RS-232 side plugs into the compatible PC COM Port 1. MAIN (Figure 10, Item 7) adapter will be used for step 2.

2. Connect a local cable (Figure 10, Item 5) (with MAIN (Figure 10, Item 7) adapter) to the DCS (Figure 10, Item 3) and a compatible PC (Figure 10, Item 1).

NOTE

DCS screen will activate upon connection of cable.

3. Select and open InPower AMMPS icon from desktop or start menu. Install if necessary. See Installing InPower AMMPS to a Compatible PC task.

NOTE

[Initial Calibration] feature is used to download a new firmware version calibration file into a replacement or current DCS.

4. Connect to [AMMPSMain]. See Using InPower AMMPS on a Compatible PC task.
5. Mark or save a capture file as required. See Using a Capture File to Overlay Data task.

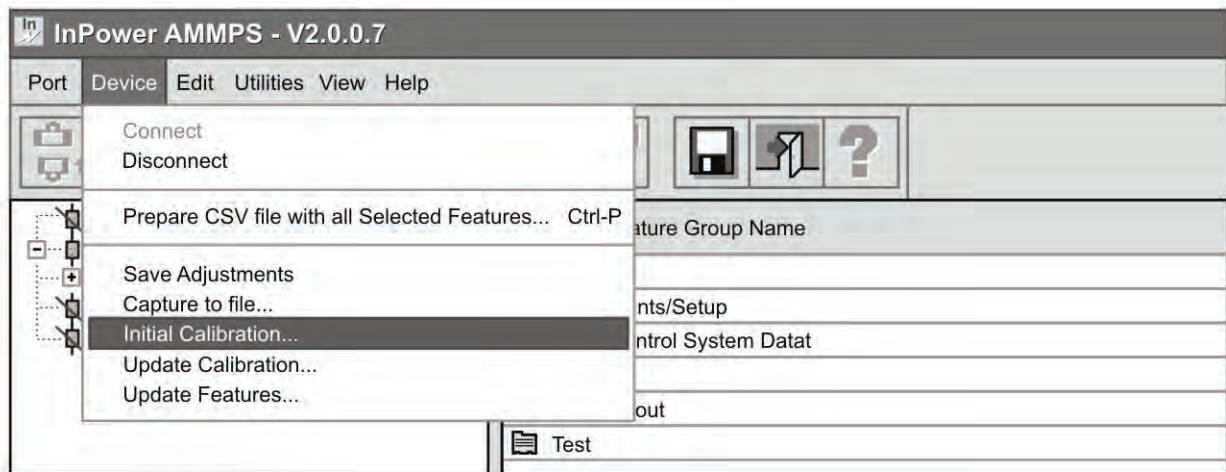


Figure 41. Initial Calibration.

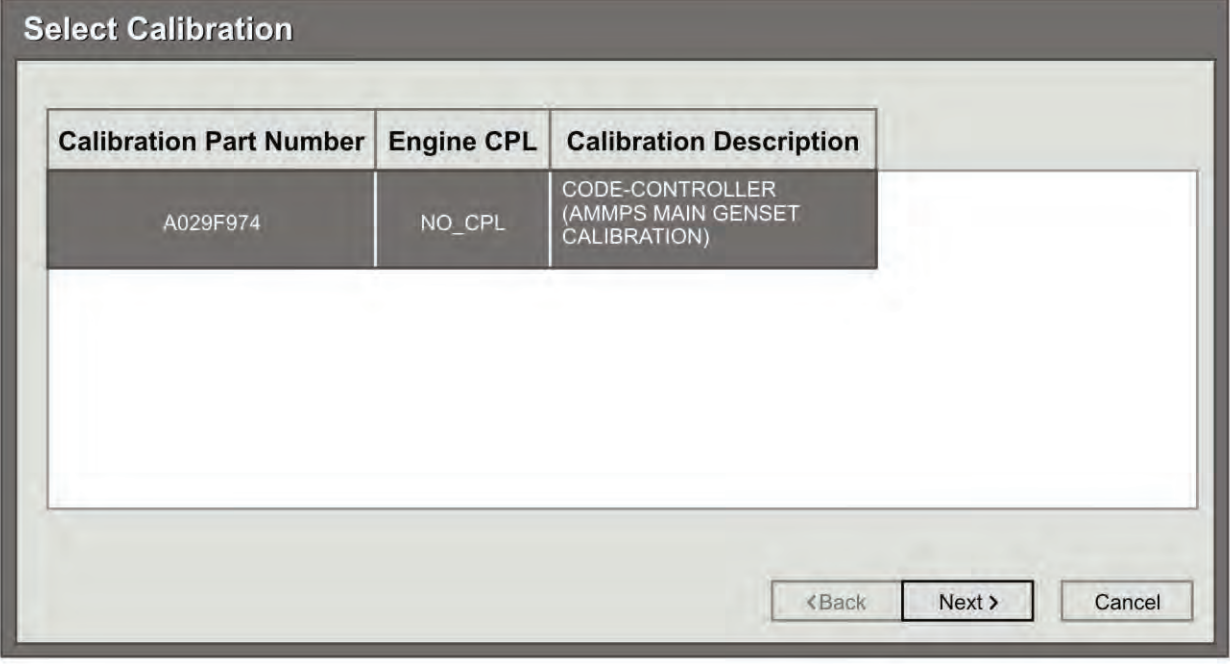
CAUTION

Calibration steps must be followed in order presented. Failure to comply may cause damage to equipment.

NOTE

If a dialog box indicates that there is an error loading, the drive letter may not have been correctly specified during InPower AMMPS installation. The correct drive designation may need to be specified as required.

6. Click on the [Device] drop-down menu and select [Initial Calibration] (Figure 41).



The 'Select Calibration' dialog box features a table with three columns: 'Calibration Part Number', 'Engine CPL', and 'Calibration Description'. The first row contains the values 'A029F974', 'NO_CPL', and 'CODE-CONTROLLER (AMMPS MAIN GENSET CALIBRATION)'. Below the table is a large empty rectangular area. At the bottom right, there are three buttons: '<Back', 'Next >', and 'Cancel'.

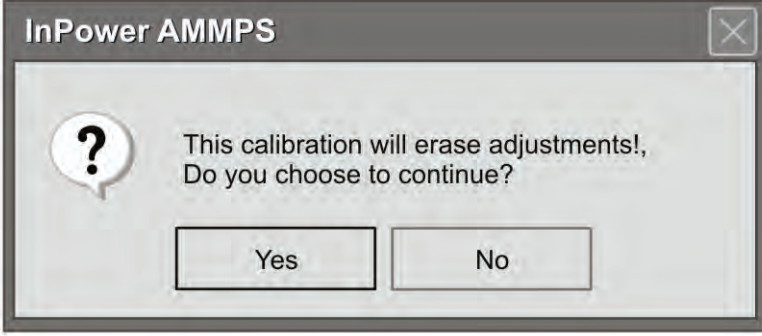
Calibration Part Number	Engine CPL	Calibration Description
A029F974	NO_CPL	CODE-CONTROLLER (AMMPS MAIN GENSET CALIBRATION)

Figure 42. Select Calibration.

NOTE

Figure 42 is an example of a [Calibration Part Number]. [Calibration Part Number] may vary.

7. Select the appropriate [Calibration Part Number] and select [Next] (Figure 42).



The 'InPower AMMPS' dialog box has a title bar with a close button. Inside, a speech bubble icon with a question mark is next to the text: 'This calibration will erase adjustments!, Do you choose to continue?'. At the bottom, there are two buttons: 'Yes' and 'No'.

Figure 43. Calibration Erase.

8. Select [YES] if dialog box displays (Figure 43).

History

Calibration Part Number: A029F974 Current Calibration Revision:

Description: CODE-CONTROLLER (AMMPS MAIN GENSET CALIBRATION) CD Calibration Revision:

Revision History	Calibration File	Revision Description
14DEC2009	A029F974	History to be updated

<Back Next > Cancel

Figure 44. History.

9. Choose [Next] if [History] displays the [Calibration File] selected in step 7 (Figure 44).
10. Choose [Back] to select the correct calibration file if [History] displays a calibration file that does not match the [Calibration File] selected in step 7 (Figure 44).

Save & Restore Parameters

Parameters Loaded From: Connected Device

Parameter Description	Value	Units
Fault History Table	<Data Table>	
Faults Occurrence Table	<Data Table>	

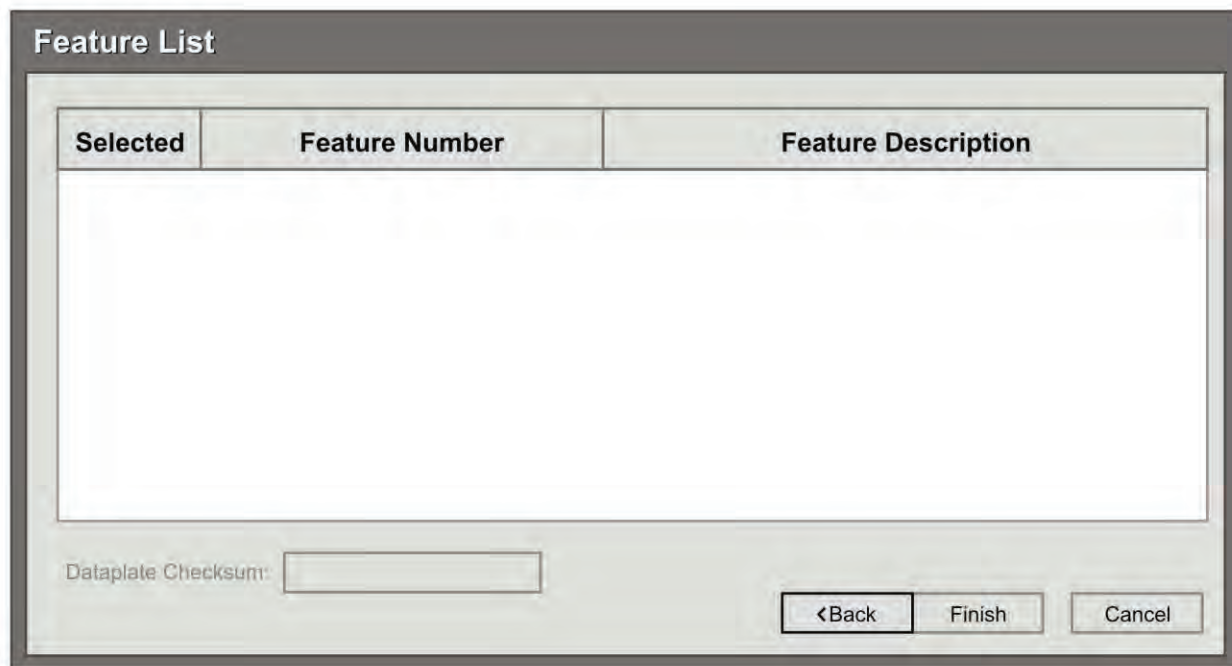
Set Data Plate From Capture File...

☐ Overlay Capture File After Calibration

<Back Next > Cancel

Figure 45. Save and Restore Parameters.

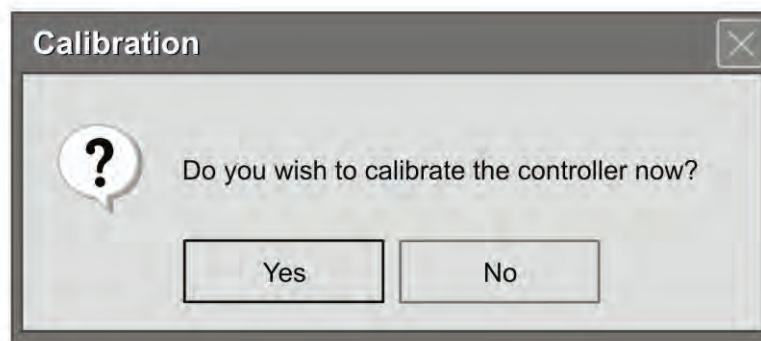
11. Select [Next] after confirming that the correct information is displayed in [Save & Restore Parameters] (Figure 45).



The 'Feature List' dialog box has a title bar with the text 'Feature List'. Below the title bar is a table with three columns: 'Selected', 'Feature Number', and 'Feature Description'. The table is currently empty. Below the table is a text field labeled 'Dataplate Checksum:'. At the bottom right of the dialog box are three buttons: '<Back', 'Finish', and 'Cancel'.

Figure 46. Feature List Finish.

12. Select [Finish] when [Feature List] dialog box displays (Figure 46).



The 'Calibration' dialog box has a title bar with the text 'Calibration' and a close button (X) in the top right corner. Below the title bar is a question mark icon in a speech bubble. To the right of the icon is the text 'Do you wish to calibrate the controller now?'. Below this text are two buttons: 'Yes' and 'No'.

Figure 47. Confirm Calibration.

13. Select [Yes] after confirming that DCS is ready for calibration (Figure 47).

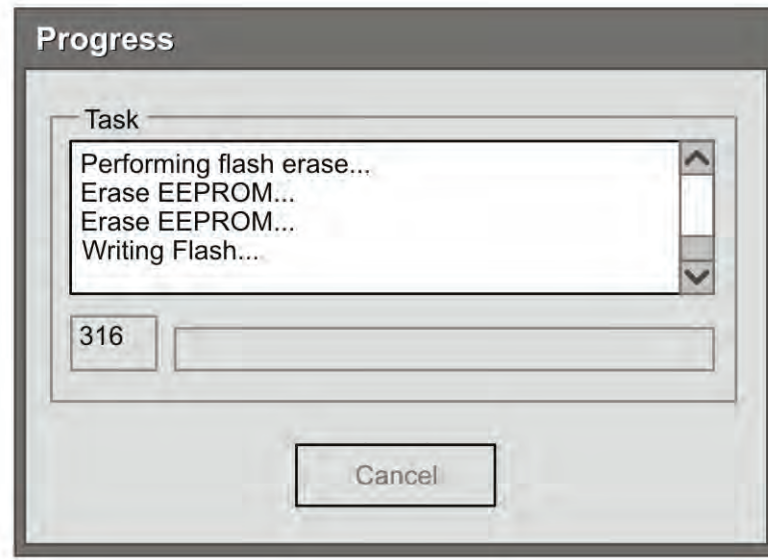


Figure 48. Calibration Progress.

NOTE

During the download, it is normal operation for the generator set control to display failure messages (e.g. [System Failure]) and DCS codes. Do not clear DCS codes or perform any other actions during the calibration file download or the download may be interrupted. When the download is complete, a final dialog box (Figure 49) informs the user the download completed successfully.

14. Monitor PC and DCS as calibration is downloaded (Figure 48) to ensure connections are not disturbed and power is not interrupted.

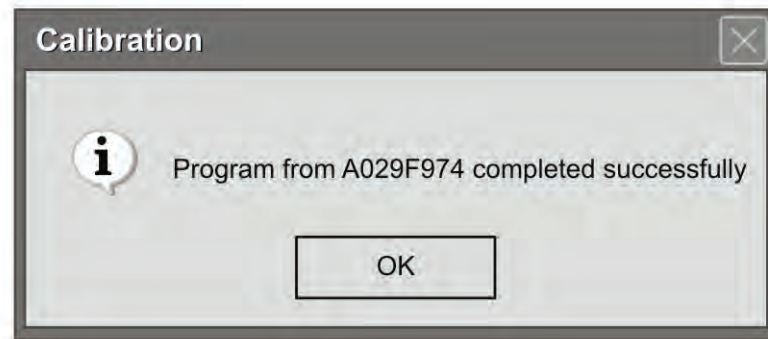


Figure 49. Calibration Completed Successfully.

NOTE

The calibration file download may take approximately 20 min, depending on PC performance and connection between DCS and PC. Calibration to the DCS may fail if battery is disconnected during the download process or if the cable drops off accidentally during the download. If DCS LED does not power on and will not power on after turning engine control switch to PRIME & RUN (TM 9-6115-750-10), proceed to Recovering AMMPS DCS if Initial or Update Calibration Fails task. PANEL LIGHTS will still work if calibration is interrupted. If PANEL LIGHTS do not work, proceed to electrical troubleshooting of DCS before attempting recovery of DCS (WP 0009, Electrical System Troubleshooting without a DCS Code).

15. Select [OK] when dialog box indicates [Calibration] has successfully completed (Figure 49).

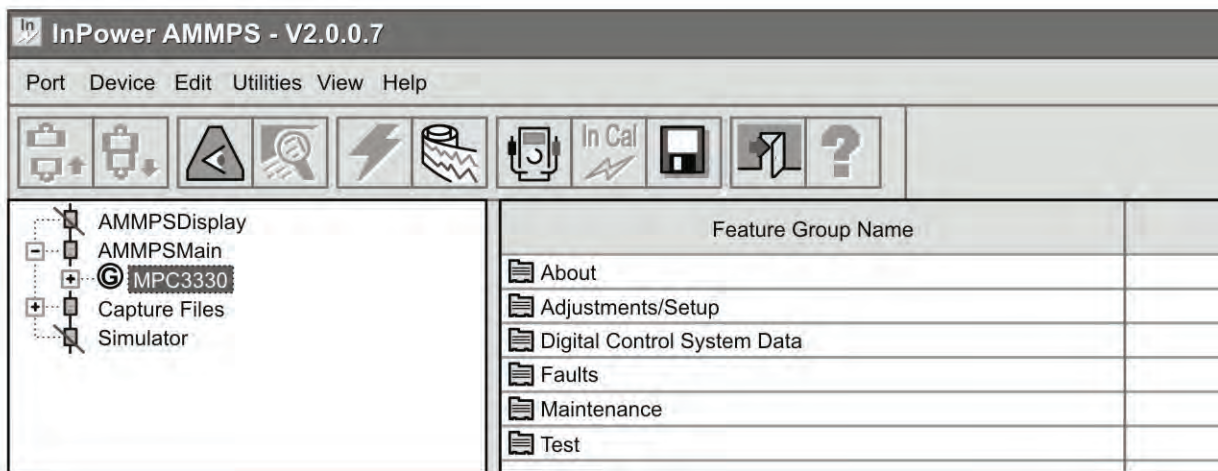


Figure 50. DCS Reconnect.

16. Observe PC screen to confirm InPower AMMPS automatically reconnected to [AMMPSMain] (Figure 50).
17. Overlay capture file and reset engine hours as required. See Using a Capture File to Overlay Data task.
18. Reset parameters as required if capture file is unavailable. See Using a Capture File to Overlay Data task, steps 19 through 26 and step 28.
19. Disconnect from [AMMPSMain] and remove local cable (Figure 10, Item 5) (with MAIN (Figure 10, Item 7) adapter).
20. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
21. Start engine and check for proper operation (TM 9-6115-750-10).
22. Repair as required.

END OF TASK

Using Update Calibration to Install Display Firmware Updates

1. Install battery ground cable (WP 0036, Remove/Install Batteries) and ensure battery power is supplied to the DCS (main DC circuit breaker ON (TM 9-6115-750-10)).

NOTE

Figure 10 shows a remote cable (Figure 10, Item 4) and a local cable (Figure 10, Item 5). Both cables utilize a RS-485 to RS-232 converter (Figure 10, Item 6). The RS-485 side of the converter plugs into the cable. The RS-232 side plugs into the compatible PC COM Port 1. DISPLAY (Figure 10, Item 8) adapter will be used for step 2.

2. Connect a local cable (Figure 10, Item 5) (with DISPLAY (Figure 10, Item 8) adapter) to the DCS (Figure 10, Item 3) and a compatible PC (Figure 10, Item 1).

NOTE

DCS screen will activate upon connection of remote operating cable.

3. Select and open InPower AMMPS icon from desktop or start menu. Install if necessary. See Installing InPower AMMPS to a Compatible PC task.

NOTE

[Update Calibration] feature is used to download a new display firmware version calibration file into a replacement or current DCS.

4. Select [AMMPSDisplay] from left-side explorer pane (Figure 51).

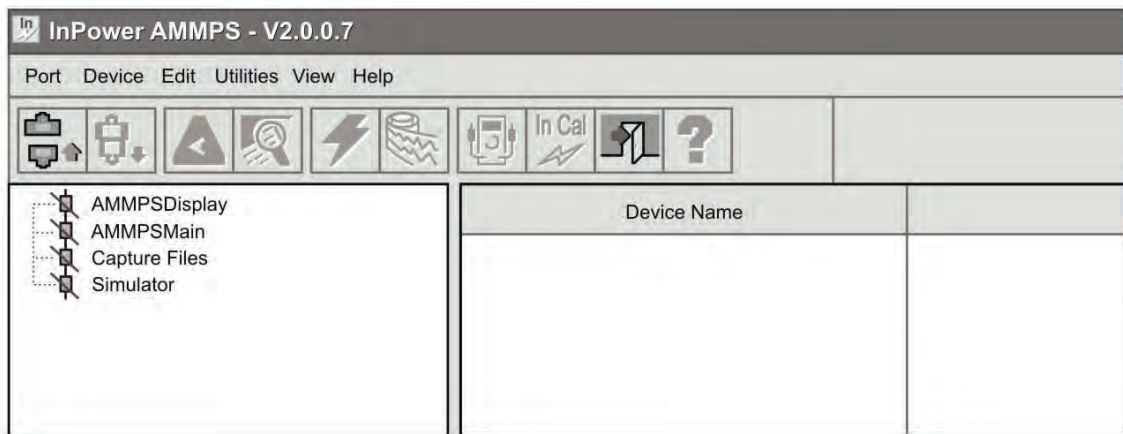


Figure 51. Connect to AMMPS Display.

5. Double-click on [AMMPSDisplay] (Figure 51) or select [Connect] from [Port] drop-down menu (Figure 52).
6. Check the following if InPower fails to connect:
 - a. Ensure COM port for [AMMPSDisplay] is correct and not being used by another device or program. Access [Add Site] from [Port] drop-down menu to change COM port or add a different COM port site.
 - b. Ensure proper RS-485 adapter is being utilized and is installed correctly (Figure 10).
 - c. Ensure battery power is supplied to DCS and DCS is on (step 1).
 - d. Check all cables for proper installation and connections (step 2).

- 7. Select [HMI400] from left-side explorer pane (Figure 53).
- 8. Select [Connect] from [Device] drop-down menu (Figure 54).

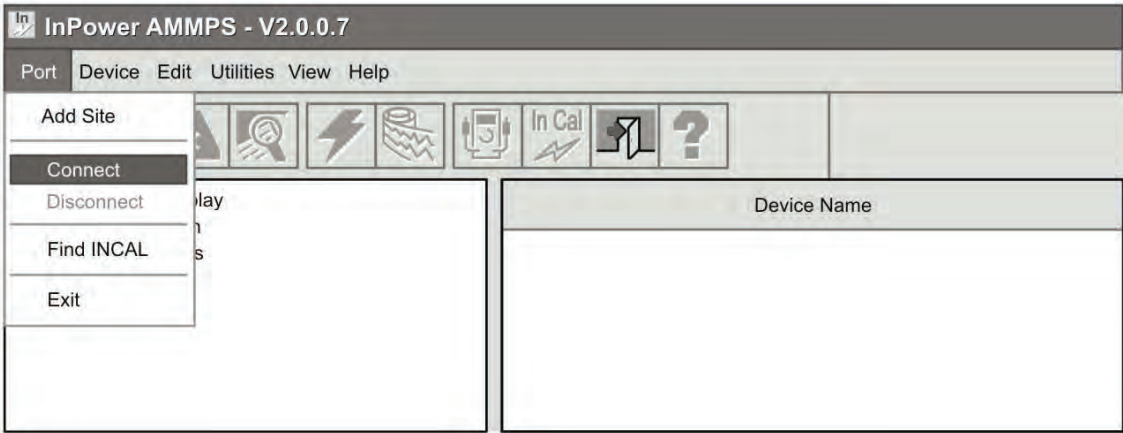


Figure 52. Port for AMMPS Display.

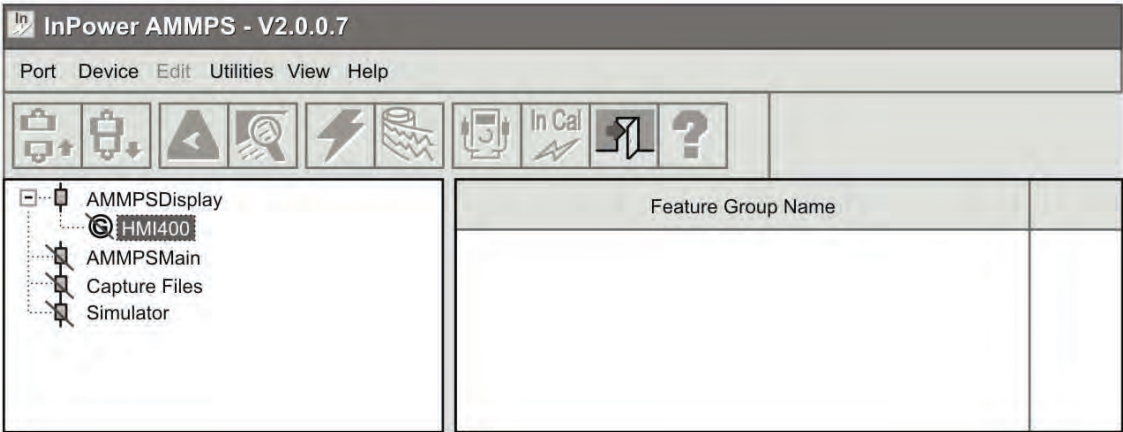


Figure 53. AMMPS Display Device HMI400.

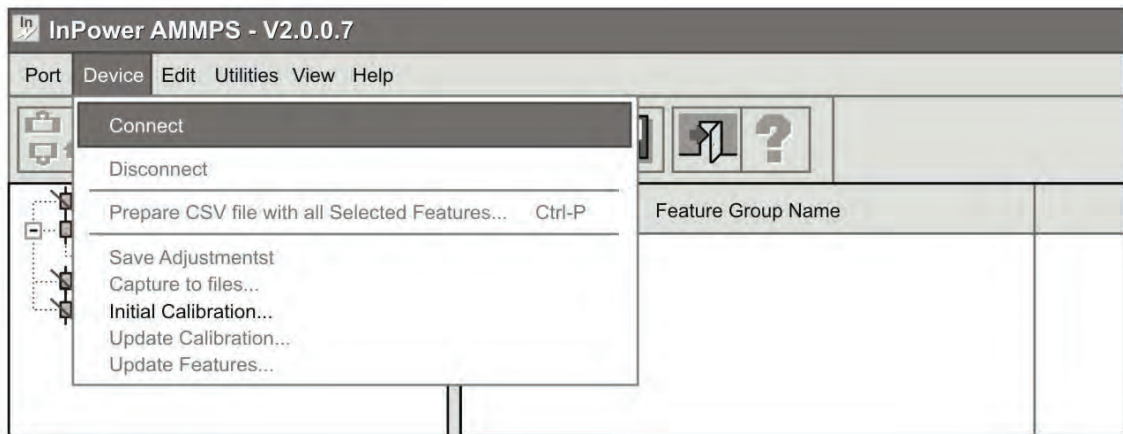


Figure 54. Device Connect Menu for AMMPS Display.

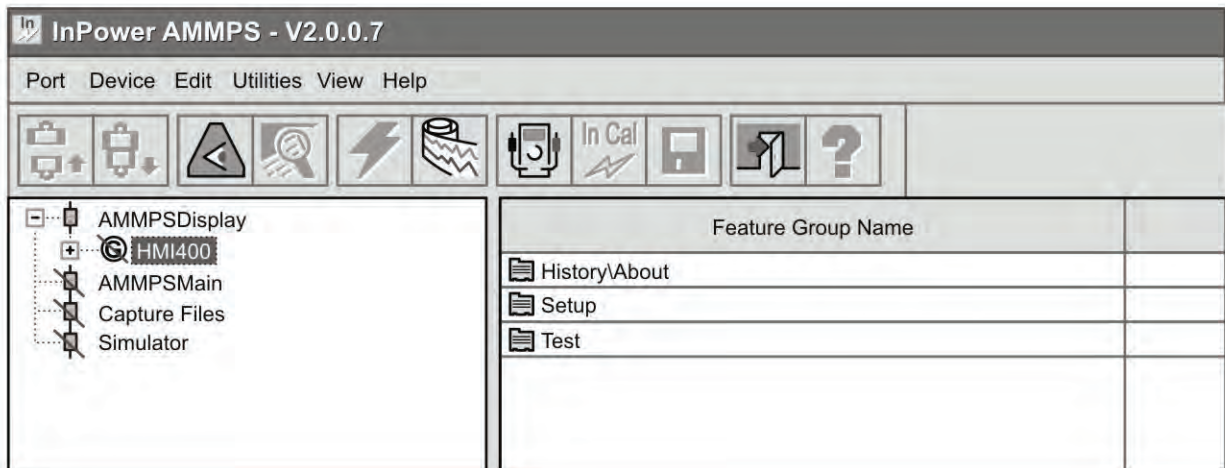


Figure 55. Highlight Display Device.

9. Select [HMI400] from left-side explorer pane once connected (Figure 55).

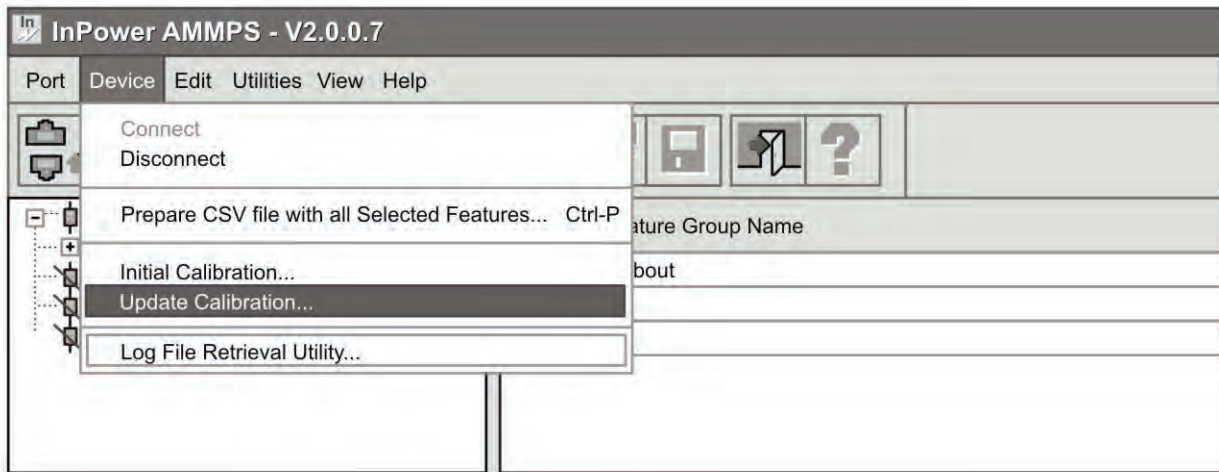


Figure 56. AMMPS Display Update Calibration.

10. Select [Update Calibration] from [Device] drop-down menu (Figure 56).
11. Select [Finish] on [History] dialog box (Figure 57).

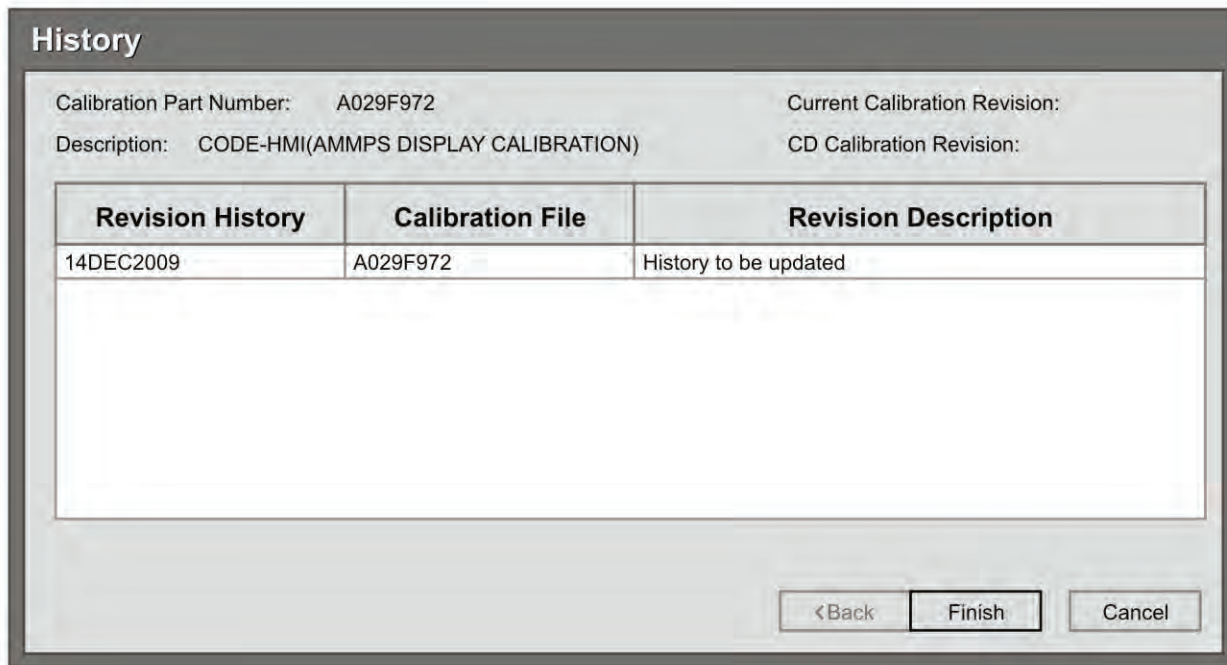


Figure 57. AMMPS Display History.

12. Select [Yes] on [Calibration] dialog box (Figure 58).

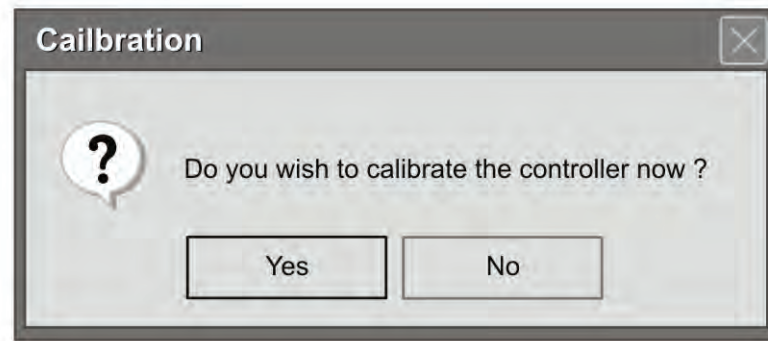


Figure 58. AMMPS Display Dialog Box.

13. Monitor PC and DCS as calibration is downloaded to ensure connections are not disturbed and power is not interrupted.

NOTE

PC will automatically disconnect from DCS when display firmware has been updated. InPower AMMPS will not need to be disconnected from DCS and can be closed.

14. Observe PC screen to confirm InPower AMMPS automatically disconnected from DCS.
15. Access DCS [About] screen to confirm display firmware has been updated (TM 9-6115-750-10).
16. Remove local cable (Figure 10, Item 5) (with DISPLAY (Figure 10, Item 8) adapter).
17. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
18. Start engine and check for proper operation (TM 9-6115-750-10).
19. Repair as required.

END OF TASK

Recovering AMMPS DCS if Initial Calibration Fails

1. Attempt to connect to [AMMPSMain]. See Using InPower AMMPS on a Compatible PC task.

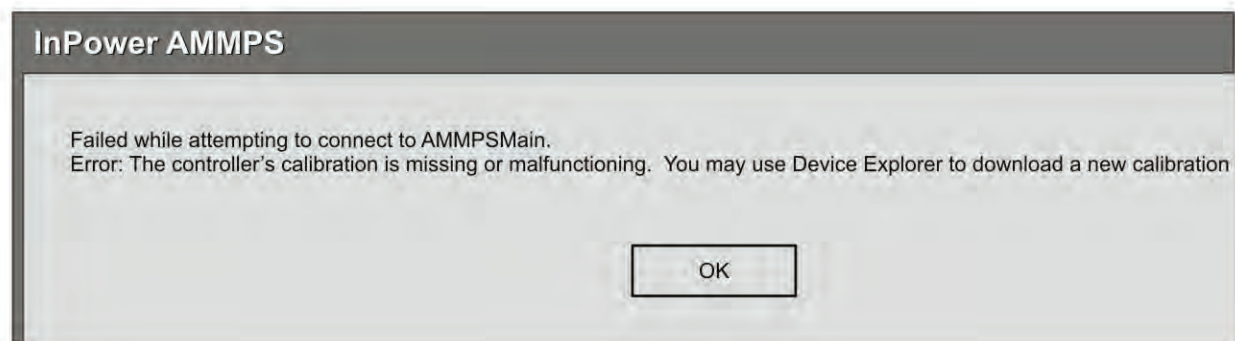


Figure 59. Failed Connection.

2. Check PC screen for dialog box indicating failed attempt (Figure 59).

3. Select [OK] and proceed to highlight [AMMPSMain] connection port (Figure 60).

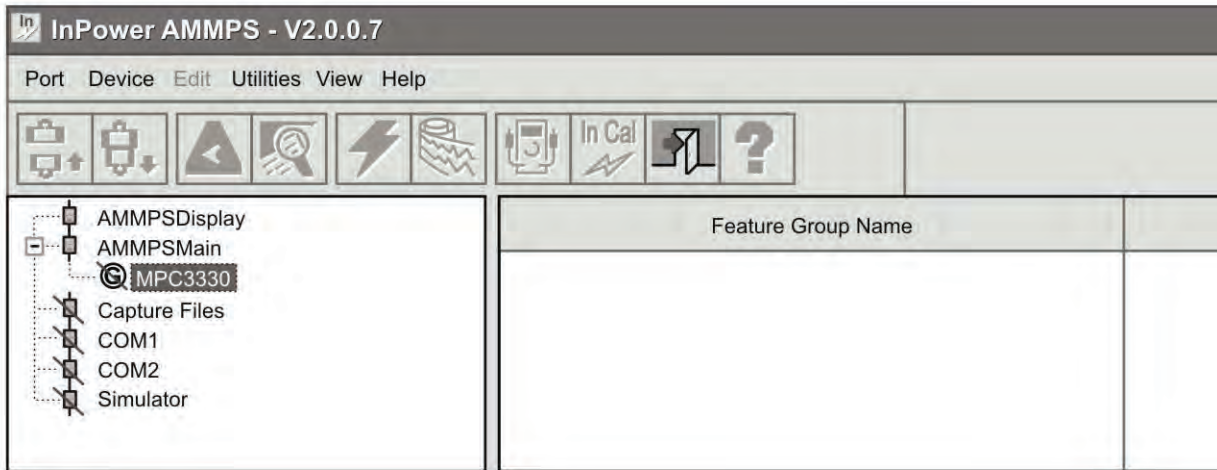


Figure 60. Highlight.

4. Proceed to Using Initial Calibration to Install Control Firmware Updates task and complete steps 5 through 22.
5. Test and replace DCS as required if symptom continues (WP 0017, Remove/Install DCS and WP 0018, Repair DCS).

END OF TASK

Preparation for Storage (Less Than Nine Months)

NOTE

Steps 1 through 6 must be completed monthly.

1. Perform operator Before PMCS (TM 9-6115-750-10).
2. Start generator set (TM 9-6115-750-10).
3. Allow generator set to operate until coolant temperature reaches 185°F (85°C).
4. Turn engine control switch OFF (TM 9-6115-750-10).
5. Perform operator After PMCS (TM 9-6115-750-10).
6. Ensure scheduled field maintenance PMCS (WP 0016, Field PMCS) has been performed as required.

END OF TASK

Preparation for Storage (9 Months to 36 Months)

NOTE

Read all storage and preservation steps that follow prior to performing them to avoid duplication of steps. Perform steps in order given.

1. Ensure AMMPS 10 kW generator set is fully functional.
 - a. Perform operator Before PMCS (TM 9-6115-750-10).

-
- b. Operate generator set at 80% load for 1/2 hour (TM 9-6115-750-10).
 - c. Perform operator After PMCS (TM 9-6115-750-10).
 - d. Verify generator set is fully mission-capable.
 - (1) Repair or replace all defects found while performing PMCS (TM 9-6115-750-10).
 - (2) Repeat substeps 1 a through c.
2. Prepare cooling system for storage.
 - a. Start engine (TM 9-6115-750-10).
 - b. Operate generator set until [Coolant] reaches 180°F (85°C) if necessary.
 - c. Drain coolant (WP 0021, Service Cooling System).
 - d. Clean radiator interior (WP 0021, Service Cooling System).
 - e. Refill cooling system (WP 0021, Service Cooling System) with a mixture of 50% antifreeze and 50% distilled water (WP 0089, Lubrication Instructions).
 3. Prepare fuel injection system for storage.
 - a. Fill a suitable 1 gal (4.55 L) or larger container with approved diesel fuel (WP 0089, Lubrication Instructions).
 - b. Fill a suitable 1 gal (4.55 L) or larger container with MIL-PRF-21260E, Grade PEI 0 preservative oil.
 - c. Obtain a suitable 1 gal (4.55 L) or larger empty container.
 - d. Place containers outside of rear door.
 - e. Disconnect the main fuel pump from the fuel manifold (WP 0041, Remove/Install Fuel Pump Main/Auxiliary).
 - f. Connect a suitable flexible fuel line to the main fuel pump.
 - g. Disconnect fuel return line and place into empty container (WP 0042, Remove/Install Fuel Manifold).
 - h. Insert flexible fuel line from substep 3f into container containing approved diesel fuel.
 - i. Start engine (TM 9-6115-750-10) and operate for 2 min.
 - j. Transfer flexible fuel line from substep 3f to container of MIL-PRF-21260E, Grade PEI 0 preservative oil.
 - k. Continue to operate engine until preservative oil flows from return line.
 - l. Turn engine control switch to OFF (TM 9-6115-750-10).
 - m. Replace fuel filter/water separator element (WP 0044, Replace Fuel Filter/Water Separator Element).
 - n. Install main fuel pump (WP 0041, Remove/Install Fuel Pump Main/Auxiliary).
 4. Prepare valves, intake system, and cylinders for storage.
 - a. Remove air intake hose at intake manifold (WP 0019, Remove/Install Air Intake Hoses Assemblies).
 - b. Fill an oil gun with MIL-PRF-21260E, Grade PEI 0 preservative lubricating oil.
 - c. Spray oil into opening of intake manifold for 15 sec while cranking the engine using the DEAD CRANK SWITCH (TM 9-6115-750-10).

CAUTION

Do not crank engine in excess of 15 sec. Allow starter to cool for at least 15 sec between cranks. Failure to comply may cause damage to equipment.

- d. Repeat substep 4c for three additional periods of 15 sec each.

- e. Install air intake hose removed in substep 4a.
- 5. Prepare lubrication system for storage.
 - a. Drain engine oil (WP 0065, Service Lubrication System).
 - b. Replace oil filter (WP 0065, Service Lubrication System).
 - c. Fill engine crankcase (WP 0065, Service Lubrication System) with preservative lubricating oil conforming to grade 10, 30, or 15-40 of MIL-PRF 21260E.
 - d. Crank the engine for 15 sec using the DEAD CRANK SWITCH (TM 9-6115-750-10).

CAUTION

Do not crank engine in excess of 15 sec. Allow starter to cool for at least 15 sec between cranks. Failure to comply may cause damage to equipment.

- e. Repeat substep 5d for three additional periods of 15 sec each.
- 6. Prepare 24-V electrical system for storage.
 - a. Clean dirt, acid, and other residues from top of batteries.
 - b. Remove batteries from generator set (WP 0036, Remove/Install Batteries).
 - c. Check voltage of the removed batteries (WP 0036, Remove/Install Batteries).

CAUTION

Charge AGM batteries only with a device with an AGM setting or that can regulate the voltage between 14.25 V and 14.75 V. Failure to comply will cause damage to equipment.

- d. Charge Absorbed Glass Mat (AGM) batteries as required.
 - (1) When charge level is less than 12.7 V.
 - (2) Charge every six months.
- e. Charge flooded wet cell batteries as required.
 - (1) When charge level is less than 12.5 V.
 - (2) Charge every three months.
- 7. Prepare fuel system for storage.
 - a. Drain fuel/preservative oil mixture from the fuel supply lines between the fuel filter/water separator and the fuel tank (WP 0040, Service Fuel System).
 - b. Drain fuel tank (WP 0040, Service Fuel System).
 - c. Clean fuel strainers (WP 0040, Service Fuel System).
- 8. Prepare AC generator for storage.
 - a. Seal end bell vents with tape meeting SAE-AMS-T-22085 standard.
 - b. Seal generator fan screen with tape meeting SAE-AMS-T-22085 standard.
 - c. Seal wire ports in generator housing with tape meeting SAE-AMS-T-22085 standard.
- 9. Prepare diesel engine for storage.
 - a. Clean dip stick and dip stick tube of dirt and oil and then seal dip stick/dip stick tube junction with tape meeting SAE-AMS-T-22085 standard.
 - b. Clean oil fill of dirt and oil and then seal with tape meeting SAE-AMS-T-22085 standard.

-
10. Lubricate all doors IAW WP 0089, Lubrication Instructions and close securely.
 11. Prepare three warning tags stating "THIS GENERATOR SET HAS BEEN PRESERVED. CHANGE FUEL FILTERS AND ENGINE OIL AND PERFORM PMCS" and attach to:
 - a. Dip stick
 - b. Oil filler cap.
 - c. Engine control switch.

CAUTION

Adequate air flow must be provided around generator set when stored under a tent or tarp. Failure to comply will cause damage to equipment.

NOTE

Store generator set inside an enclosed structure (preferred) or under roof when possible.

When storing generator set outside, cover with a tent or tarp. Allow at least 36 in (0.91 m) space between cover and generator set on all sides to ensure adequate air flow.

12. Move generator set into storage.

END OF TASK

Replace Freeze Plug

NOTE

Several freeze plugs of varying sizes are installed on the engine block. The procedure to replace each freeze plug is the same regardless of size or location.

It is not necessary to remove the engine assembly from the generator set to replace a freeze plug.

1. Drain cooling system (WP 0021, Service Cooling System).
2. Relocate or remove any engine components that restrict access the freeze plug to be replaced. Refer to the relevant WP for the proper procedure to relocate or remove the component.

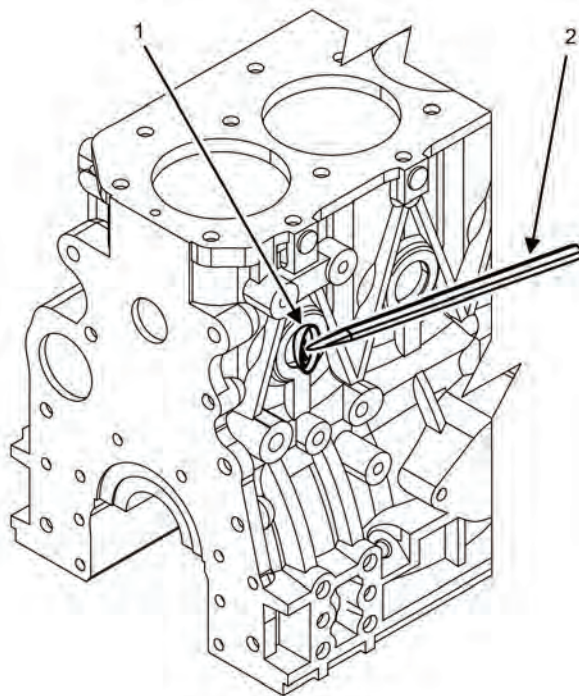


Figure 61. Remove Freeze Plug.

3. Place wiping rags under freeze plug (Figure 61, Item 1) to absorb any residual coolant that may spill when freeze plug has been removed.

CAUTION

Use of excessive force with the hammer when removing freeze plug may cause freeze plug to be pushed inside engine block. Use care not to push freeze plug into engine block when removing it. Failure to comply may cause damage to equipment.

4. Remove freeze plug (Figure 61, Item 1) by tapping with a hammer and punch (Figure 61, Item 2) until freeze plug (Figure 61, Item 1) cocks in opening of engine block.
5. Remove and discard freeze plug (Figure 61, Item 1) from opening in engine block.
6. Remove dirt, debris, and oil from opening in engine block by wiping with a rag.

7. Remove any burrs from opening using crocus cloth.

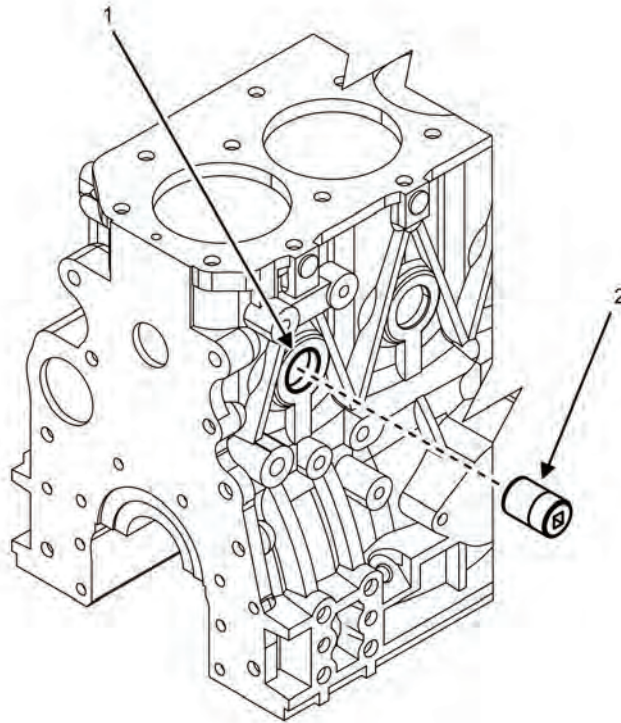


Figure 62. Install Freeze Plug.

8. Position new freeze plug (Figure 62, Item 1) to opening in engine block.
9. Tap freeze plug (Figure 62, Item 1) into opening using a hammer and the proper size socket (Figure 62, Item 2) until freeze plug (Figure 62, Item 1) is fully seated into opening of engine block.
10. Replace any engine components previously removed or relocated.
11. Fill the cooling system (WP 0021, Service Cooling System).

WARNING

Starting engine when unit is partially disassembled is dangerous. Operate engine in this condition only as long as required to test operation. Keep away from unprotected moving engine parts during operation. Failure to comply may cause injury or death to personnel.

12. Set engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and run for 5 min (TM 9-6115-750-10).
14. Inspect cooling system (WP 0021, Service Cooling System) for leaks. Repair as required.
15. Stop engine and let cool.
16. Check coolant level in recovery bottle (WP 0021, Service Cooling System), and add coolant as required to bring level of coolant in bottle to LOW marking line.
17. Dispose of spilled coolant and soiled rags IAW local SOP.

END OF TASK

Install Clinch Nut

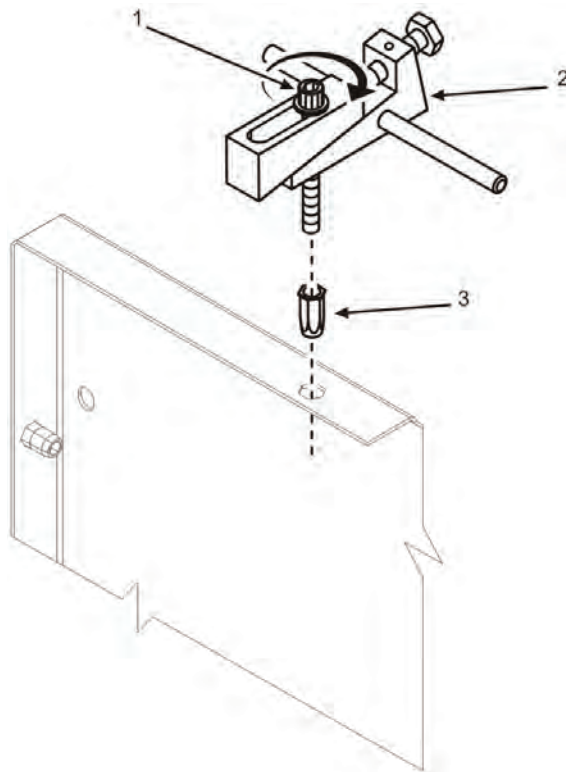


Figure 63. Clinch Nut to Rivet Tool.

1. Install new clinch nut (Figure 63, Item 3) to rivet nut tool (Figure 63, Item 2) by turning socket head screw (Figure 63, Item 1) clockwise until clinch nut (Figure 63, Item 3) is fully installed on tool.

CAUTION

Prior to tightening hex head screw (Figure 64, Item 3), position rivet nut tool (Figure 63, Item 2) flush with panel (Figure 64, Item 1) surface. Failure to comply may result in damage to equipment.

2. Install clinch nut (Figure 64, Item 5) into opening in panel (Figure 64, Item 1) with bottom surface of tool (Figure 64, Item 4) flush with panel (Figure 64, Item 1).
3. Turn hex head screw (Figure 64, Item 3) clockwise to draw top wedge (Figure 64, Item 2) of tool toward hex head screw (Figure 64, Item 3).
4. Continue to tighten hex head screw (Figure 64, Item 3) until top wedge (Figure 64, Item 2) is fully seated on bottom wedge of tool (Figure 64, Item 4).
5. Turn socket head screw (Figure 65, Item 1) counter-clockwise to remove tool (Figure 65, Item 2) from panel.

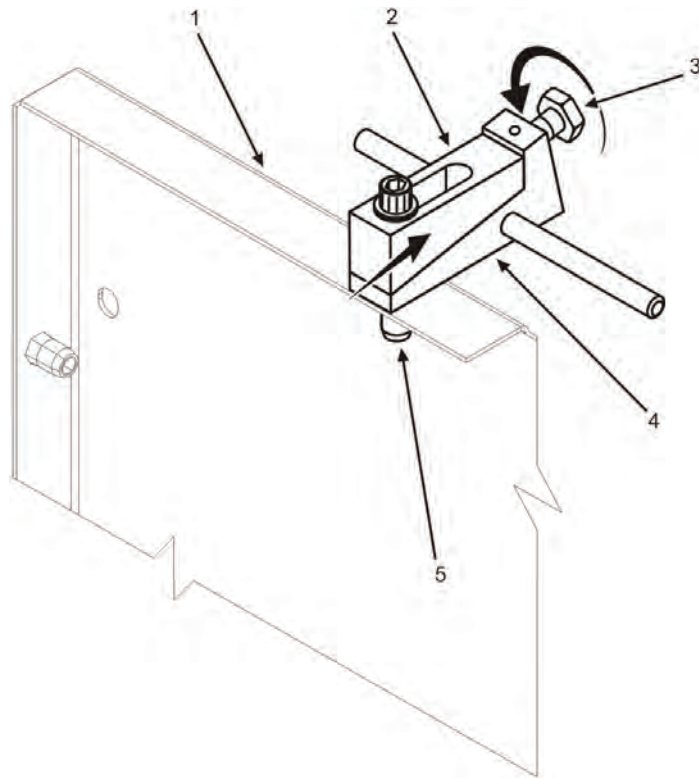


Figure 64. Install Clinch Nut to Panel.

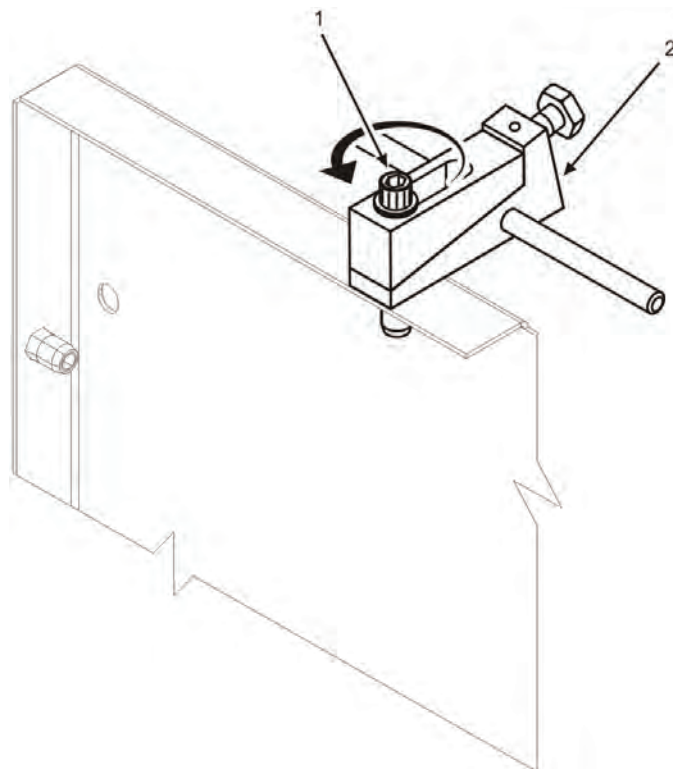


Figure 65. Remove Rivet Nut Tool.

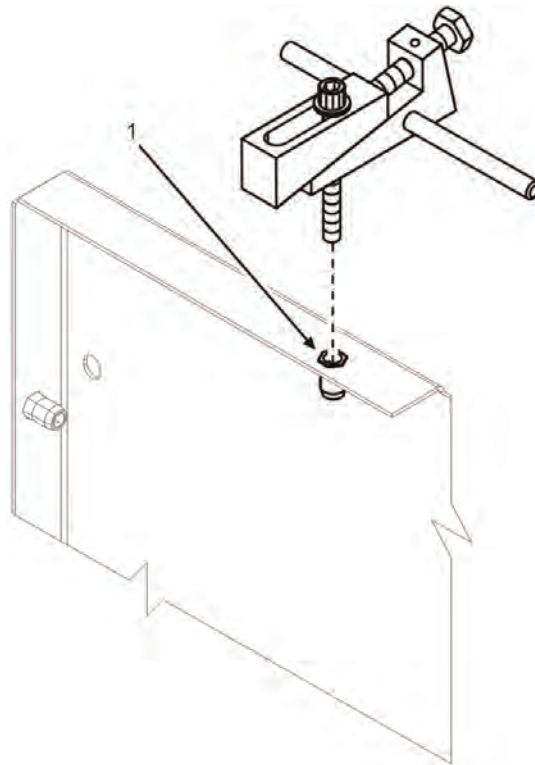


Figure 66. Installed Clinch Nut.

6. Use installed clinch nut (Figure 66, Item 1) to secure panel as required.

END OF TASK

END OF WORK PACKAGE

SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL HARMONIC BALANCER

INITIAL SETUP:**Tools and Special Tools**

Puller Set, Mechanical (WP 0162, Table 2, Item 24)
 Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Balancer, harmonic (WP 0149, Repair Parts List, Figure 49, Item 1)
 Cleaning compound, solvent (WP 0163, Expendable and Durable Items List, Item 11)
 Lubricating oil, engine (WP 0163, Item 24)
 Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

References

WP 0097, Remove/Install Gear Case Cover

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
 Engine cool
 Battery ground cable removed (WP 0036, Remove/Install Batteries)
 Front body panel removed (WP 0029, Remove/Install Front Body Panel)
 Battery-charging alternator belt removed (WP 0073, Remove/Install Battery-Charging Alternator Belt).

REMOVE/INSTALL HARMONIC BALANCER
Remove Harmonic Balancer

1. Ensure equipment conditions are met in order presented in initial setup.
2. Clamp or secure crankshaft at flywheel end to prevent movement when loosening hex cap screw (Figure 1, Item 4).
3. Remove hex cap screw (Figure 1, Item 4) and flat washer (Figure 1, Item 3) securing harmonic balancer (Figure 1, Item 2) to engine (Figure 1, Item 1). Discard flat washer (Figure 1, Item 3).
4. Re-install hex cap screw (Figure 1, Item 4) partially to engine (Figure 1, Item 1).

CAUTION

Use care to avoid damaging the threads in the end of crankshaft (Figure 2, Item 2) when removing harmonic balancer (Figure 2, Item 3). When installing three bolt gear puller (Figure 2, Item 5), position tip of puller against hex head cap screw (Figure 2, Item 4). Do not place tip of puller directly onto crankshaft threads. Failure to comply may cause damage to equipment.

5. Install three bolt gear puller (Figure 2, Item 5) to harmonic balancer (Figure 2, Item 3).
6. Turn center screw of three bolt gear puller (Figure 2, Item 5) clockwise to pull harmonic balancer (Figure 2, Item 3) from crankshaft (Figure 2, Item 2).

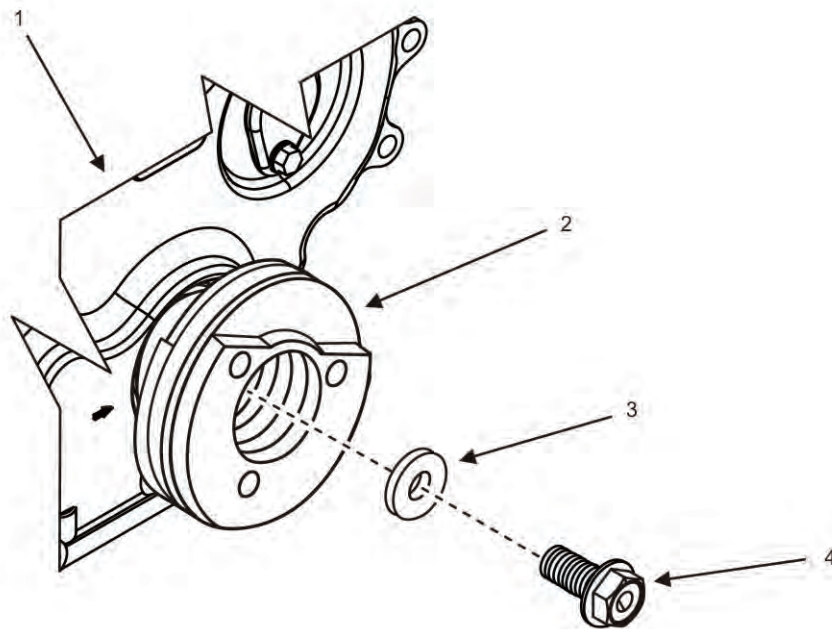


Figure 1. Harmonic Balancer — Removal.

7. Remove three bolt gear puller (Figure 2, Item 5) from harmonic balancer (Figure 2, Item 3) once harmonic balancer (Figure 2, Item 3) is loose on crankshaft (Figure 2, Item 2).
8. Remove and discard hex head cap screw (Figure 2, Item 4) securing harmonic balancer (Figure 2, Item 3) to crankshaft (Figure 2, Item 2).
9. Remove harmonic balancer (Figure 2, Item 3) from crankshaft (Figure 2, Item 2) and gear case cover opening (Figure 2, Item 6). Be sure dowel pin (Figure 2, Item 1) remains in place on crankshaft (Figure 2, Item 2).
10. Place harmonic balancer (Figure 2, Item 3) on a suitable work surface.

END OF TASK

Inspect Harmonic Balancer

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

1. Clean harmonic balancer (Figure 2, Item 3) using dry cleaning solvent and wiping rags to remove dirt, grease, and oil.
2. Inspect harmonic balancer (Figure 2, Item 3) for damage. Replace as required.
3. Inspect oil seal (Figure 3, Item 6) for signs visual of wear damage. Replace oil seal as required (WP 0097, Remove/Install Gear Case Cover).

END OF TASK

Install Harmonic Balancer

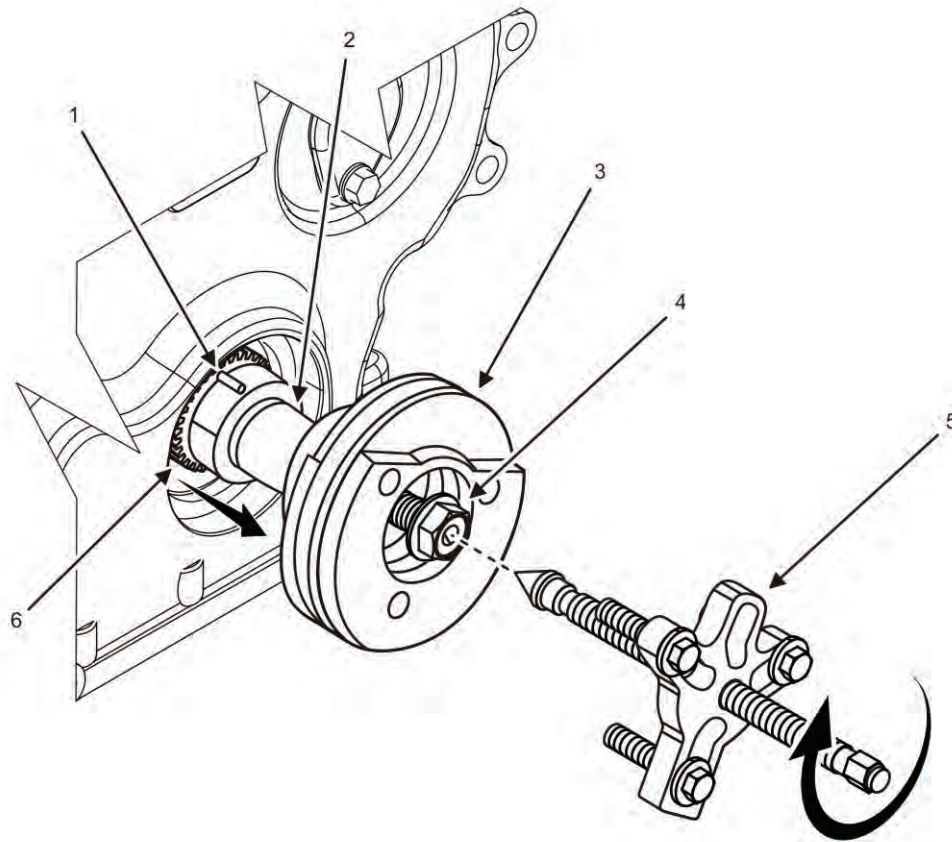


Figure 2. Harmonic Balancer — Removal.

1. Clean mating surface of crankshaft (Figure 3, Item 2), harmonic balancer (Figure 3, Item 3), and gear case cover (Figure 3, Item 1) to remove dirt, grease and oil.
2. Apply a light coat of clean engine oil to oil seal (Figure 3 Item 6).
3. Apply a light coat of clean engine oil to crankshaft (Figure 3, Item 2) and harmonic balancer (Figure 3, Item 3) prior to installation.
4. Clamp or secure crankshaft at flywheel end to prevent movement when tightening hex cap screw (Figure 3, Item 5).

CAUTION

Failure to align dowel pin (Figure 2, Item 1) with harmonic balancer (Figure 3, Item 3) and crankshaft (Figure 3, Item 2) will result in excessive engine vibration. Failure to comply will cause damage to equipment.

5. Install harmonic balancer (Figure 3, Item 3) to crankshaft (Figure 3, Item 2), aligning hole on harmonic balancer (Figure 3, Item 3) with dowel pin (Figure 2, Item 1) on crankshaft (Figure 3, Item 2).

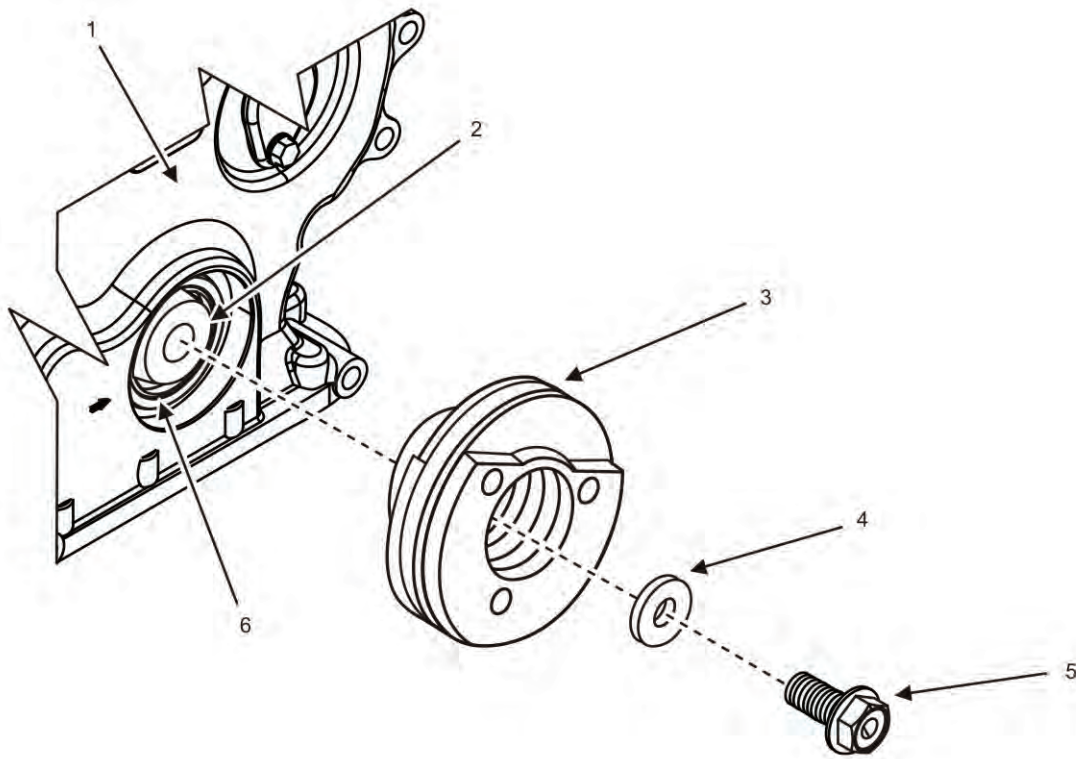


Figure 3. Harmonic Balancer Crankshaft — Alignment.

6. Secure harmonic balancer (Figure 3, Item 3) to crankshaft (Figure 3, Item 2) by installing new flat washer (Figure 3, Item 4) and new hex head cap screw (Figure 3, Item 5).
7. Tighten hex head cap screw (Figure 3, Item 5) to 83 – 91 ft/lb (113 – 123 Nm).
8. Install battery-charging alternator belt (WP 0073, Remove/Install Battery-Charging Alternator Belt).
9. Install front body panel (WP 0029, Remove/Install Front Body Panel).
10. Install battery ground cable (WP 0036, Remove/Install Batteries).
11. Close generator set doors.
12. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
13. Start engine and check for leaks and proper operation (TM 9-6115-750-10).
14. Repair as required.

END OF TASK

END OF WORK PACKAGE

SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
REMOVE/INSTALL GEAR CASE COVER

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Cover assy, gear case (WP 0148, Repair Parts List, Figure 48, Item 8)
 O-ring P16 (2) (WP 0148, Figure 48, Item 18)
 Seal, oil (WP 0148, Figure 48, Item 9)
 Seal, washer 8S (1) (WP 0148, Figure 48, Item 7)
 Cleaning compound, solvent (WP 0163, Expendable and Durable Items List, Item 11)
 Compound, sealing (WP 0163, Item 16)
 Grease, general purpose (WP 0163, Item 22)
 Lubricating oil, engine (WP 0163, Item 24)
 Rag, wiping (WP 0163, Item 32)

Personnel Required

91D (1)

References

Oil pan to front cover screws removed (WP 0086, Remove/Install Oil Pan and Strainer)

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)
 Engine cool
 Battery ground cable removed (WP 0036, Remove/Install Batteries)
 Engine assembly removed (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly)
 Battery charging alternator removed (WP 0074, Remove/Install Battery Charging Alternator Assembly)
 Harmonic balancer removed (WP 0096, Remove/Install Harmonic Balancer)

REMOVE/INSTALL GEAR CASE COVER
Remove Gear Case Cover**WARNING**

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

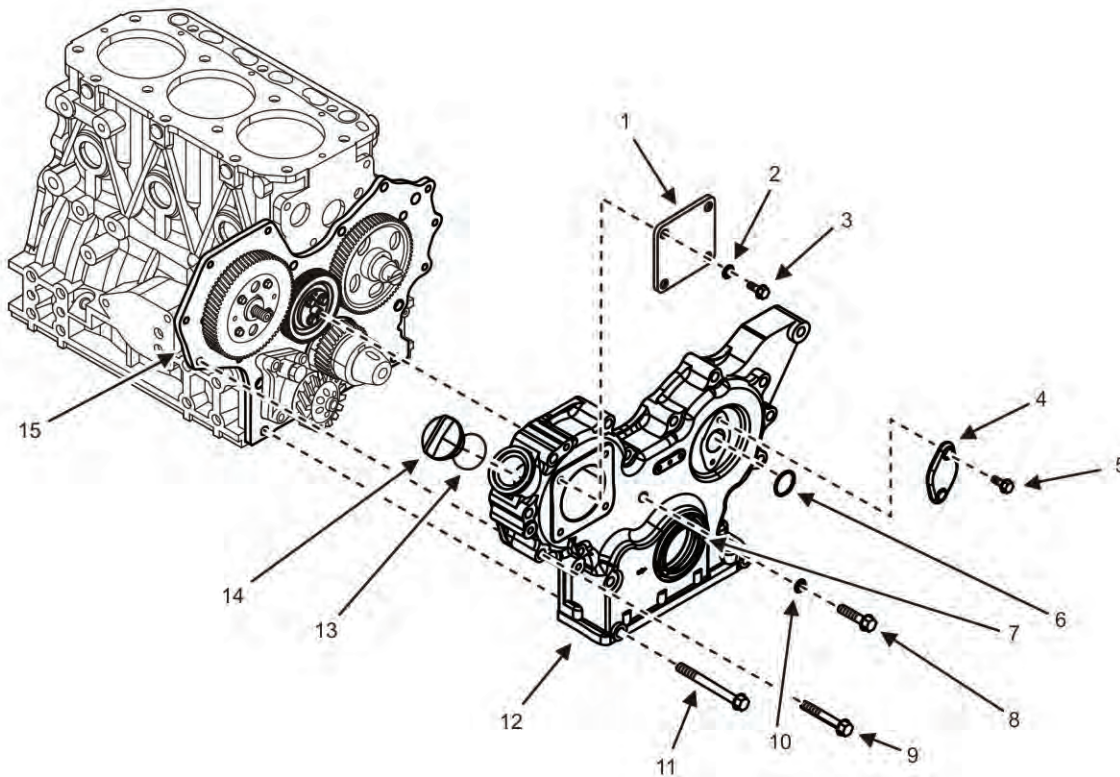


Figure 1. Gear Case Cover — Removal.

NOTE

The 16 screws (Figure 1, Item 8, 9 and 11) on gear case cover (Figure 1, Item 12) vary in size. There is one M8-30 size screw (Figure 1, Item 8), 12 M8-55 size screws (Figure 1, Item 9), and three M8-85 size screws (Figure 1, Item 11). Mark all screw (Figure 1, Item 8, 9 and 11) locations when removing to aid in reassembly.

1. Ensure equipment conditions are met in order presented in initial setup.
2. Remove 16 screws (Figure 1, Item 8, 9, and 11) securing gear case cover (Figure 1, Item 12) to gear case front plate (Figure 1, Item 15).
3. Remove two screws that secure oil pan to front cover (WP 0086, Remove/Install Oil Pan and Strainer).
4. Remove sealing washer (Figure 1, Item 10) from screw (Figure 1, Item 8) on gear case cover (Figure 1, Item 12) and discard.

CAUTION

Gear case cover (Figure 1, Item 12) may need to be tapped lightly with rubber mallet to loosen. A pry bar may need to be used to separate the gasket sealer holding the gear case cover (Figure 1, Item 12) to gear case front plate (Figure 1, Item 15). Take care not to damage gear case cover (Figure 1, Item 12) when using a pry bar or rubber mallet. Failure to comply may cause damage to equipment.

5. Remove gear case cover (Figure 1, Item 12) and place on suitable work surface.
6. Remove and discard oil seal (Figure 1, Item 7).

CAUTION

If scraping of gasket material from mounting surfaces is necessary, ensure that mounting surfaces are not scratched or damaged. Improper seal may result. Failure to comply may cause damage to equipment.

7. Remove gasket residue from gear case cover (Figure 1, Item 12) and gear case front plate (Figure 1, Item 15) mounting surfaces with putty knife.
8. Inspect camshaft cover (Figure 1, Item 4), two screws (Figure 1, Item 5), and O-ring (Figure 1, Item 6) and replace as required.
9. Inspect oil filler plug (Figure 1, Item 14) and O-ring (Figure 1, Item 13) and replace as required.
10. Inspect four screws (Figure 1, Item 3), four sealing washers (Figure 1, Item 2), and fuel injection pump gear cover (Figure 1, Item 1) and replace as required.

END OF TASK**Inspect Gear Case Cover**

1. Inspect gear case cover (Figure 1, Item 12) for gasket residue and damage.
2. Replace gear case cover (Figure 1, Item 12) if damaged.

CAUTION

If scraping of gasket material from mounting surfaces is necessary, ensure that mounting surfaces are not scratched or damaged. Improper seal may result. Failure to comply may cause damage to equipment.

3. Remove gasket residue from gear case cover (Figure 1, Item 12) using a putty knife.
4. Clean with dry cleaning solvent and wiping rags.

END OF TASK**Install Gear Case Cover**

1. Coat new oil seal (Figure 1, Item 7) lip with grease and apply gasket forming compound to outer edge of new oil seal (Figure 1, Item 7).

NOTE

Depth of seal insertion should be approximately 1/16 inch from edge of case cover.

2. Install new oil seal (Figure 1, Item 7) into gear case cover (Figure 1, Item 12).

CAUTION

When applying gasket forming compound, be sure to circle the screw holes to ensure proper seal. Failure to comply may cause damage to equipment.

3. Apply gasket forming compound to both gear case cover (Figure 1, Item 12) and gear case front plate (Figure 1, Item 15).
4. Position gear case cover (Figure 1, Item 12) onto gear case front plate (Figure 1, Item 15).

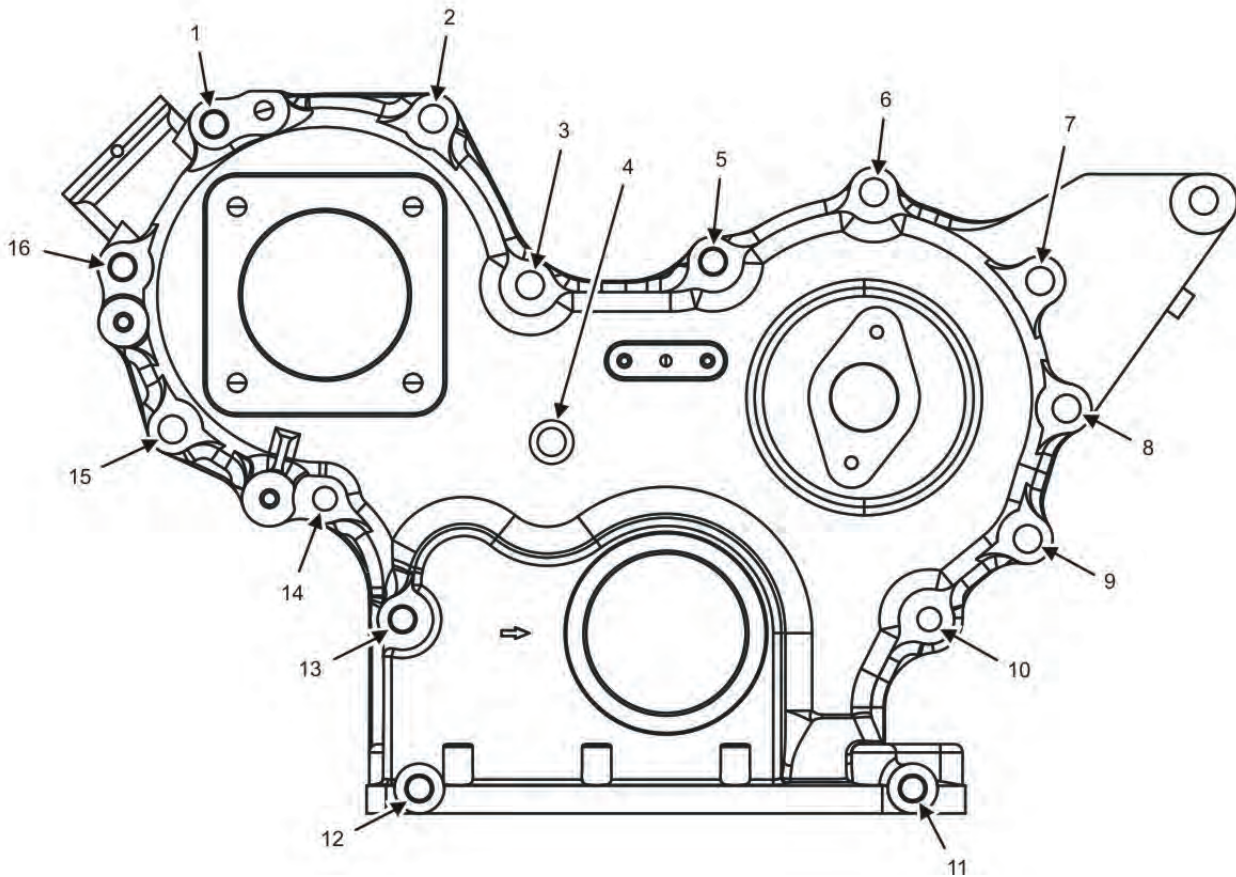


Figure 2. Mounting Screws Location — Length Detail.

CAUTION

The 16 screws (Figure 2, Items 1 through 16), that secure gear case cover to gear case front plate (Figure 1, Item 15) are of varying lengths. Screws (Figure 2, Items 1 through 16) must be installed in correct locations to allow gear case cover (Figure 1, Item 12) to properly seal to gear case front plate (Figure 1, Item 15). Failure to comply may cause damage to the equipment.

5. Install new sealing washer (Figure 1, Item 10) to screw (Figure 1, Item 8).
6. Install two screws that secure oil pan to front cover (WP 0086, Remove/Install Oil Pan and Strainer).
7. Position 16 screws (Figure 2, Items 1 through 16) to gear case cover (Figure 1, Item 12) finger-tight, ensuring proper length screws are installed IAW Table 1.

Table 1. Gear Case Mounting Screws

CALLOUT	METRIC SIZE	LENGTH IN INCHES	QUANTITY
Figure 2, Items 1-3, 5-10, 14-16	M8 – 55	2.17 in	12
Figure 2, Items 11-13	M8 – 85	3.35 in	3
Figure 2, Item 4	M8 – 30	1.18 in	1

8. Tighten 16 screws (Figure 2, Items 1 through 16) to 17 – 21 ft/lb (23 – 28 Nm) in crossing pattern.

-
9. Install oil pan and strainer (WP 0086, Remove/Install Oil Pan and Strainer).
 10. Install harmonic balancer (WP 0096, Remove/Install Harmonic Balancer).
 11. Install battery-charging alternator (WP 0074, Remove/Install Battery Charging Alternator Assembly).
 12. Install engine assembly (WP 0063, Remove/Install 50/60 Hz Engine Assembly or WP 0064, Remove/Install 400 Hz Engine Assembly).
 13. Install battery ground cable (WP 0036, Remove/Install Batteries).
 14. Close generator set doors.
 15. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
 16. Start engine and check for leaks and proper operation (TM 9-6115-750-10).
 17. Repair as required.

END OF TASK

END OF WORK PACKAGE

SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
REPLACE CYLINDER HEAD GASKET

INITIAL SETUP:**Tools and Special Tools**

Tool Kit, General Mechanic's (GMTK) (WP 0162, Table 2, Item 42)

Materials/Parts

Bolt, cylinder head (14) (WP 0142, Repair Parts List, Figure 42, Item 14)

Gasket, head (WP 0142, Figure 42, Item 15)

Gasket, round (2) (WP 0141, Repair Parts List, Figure 41, Item 19)

Gasket, turbine out (WP 0141, Figure 41, Item 3)

Gasket, valve cover (WP 0143, Repair Parts List, Figure 43, Item 11)

Gasket, water pump (WP 0131, Repair Parts List, Figure 31, Item 28)

Guard, hose-tubing (WP 0128, Repair Parts List, Figure 28, Item 13)

O-ring (G30) (WP 0131, Figure 31, Item 4)

O-ring (4D P-16.0) (1) (WP 0141, Figure 41, Item 6)

Packing, P 12.0 (3) (WP 0143, Figure 43, Item 2)

Seat, nozzle (WP 0128, Figure 28, Item 14)

Antifreeze, ethylene glycol (WP 0163, Expendable and Durable Items List, Item 2)

Cap set, protective (WP 0163, Item 9)

Cleaning compound, solvent (WP 0163, Item 11)

Distilled water (WP 0163, Item 18)

Rag, wiping, (WP 0163, Item 32)

Personnel Required

91D (1)

Assistant (1)

References

WP 0082, Service Engine Valves

Equipment Conditions

Engine control switch OFF (TM 9-6115-750-10, WP 0005)

Engine cool

Battery ground cable removed (WP 0036, Remove/Install Batteries)

Engine coolant drained (WP 0021, Service Cooling System)

Top body panel removed (WP 0028, Remove/Install Top Body Panel)

Front body panel removed (WP 0029, Remove/Install Front Body Panel)

Upper and lower radiator hoses removed (WP 0024, Remove/Install Radiator Hose and Tube Assemblies)

Intake air heater wires removed (WP 0075, Remove/Install Intake Air Heaters)

P-Clamp removed from intake manifold (WP 0076, Remove/Install Intake Manifold)

Exhaust elbow removed (WP 0079, Remove/Install Turbocharger)

Flex pipe removed (WP 0077, Remove/Install Muffler)

Turbocharger lube oil inlet and outlet lines removed (WP 0079, Remove/Install Turbocharger)

Valve cover and crankcase breather hoses removed (WP 0081, Remove/Install Valve Cover)

Water pump removed (WP 0070, Remove/Install Water Pump)

Fuel injection lines and fuel injectors removed (WP 0068, Remove/Install Fuel Injectors)

REPLACE CYLINDER HEAD GASKET

Replace Cylinder Head Gasket

WARNING

Comply with all lifting requirements. Observe the decals on equipment and parts that identify the weight and determine if assistance is needed. Maximum lift is 37 lb (16.8 kg) for one person, 74 lb (33.6 kg) for two persons, and 101 lb (45.8 kg) for three persons. Failure to comply may cause injury or death to personnel.

The cylinder head weighs approximately 60 lb (27 kg). 2 personnel or a suitable lifting device are necessary to lift component. Failure to comply may cause injury or death to personnel.

CAUTION

Engine components to be reused must be tagged and marked with their original location to aid at installation. Failure to return parts to their original location may result in poor performance. Failure to comply may cause damage to equipment.

NOTE

Thoroughly clean all components using an appropriate solvent. Each part must be free of carbon, metal filings, and other debris.

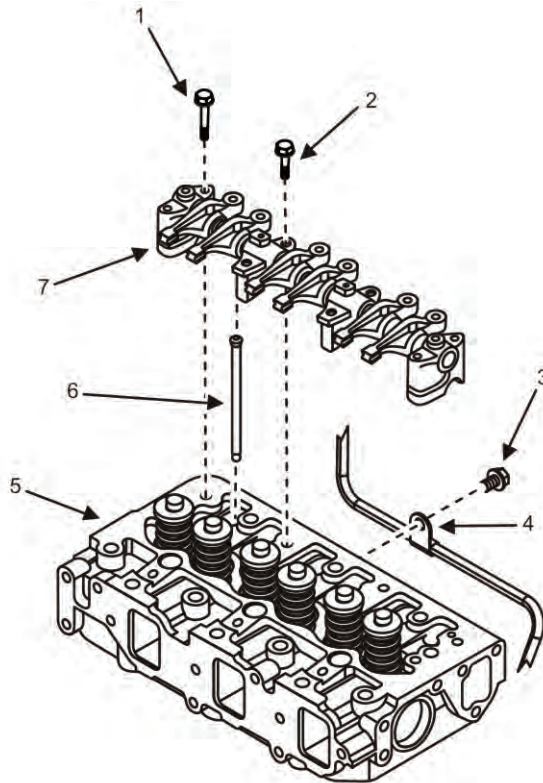


Figure 1. Rocker Arms and Push Rods — Removal Detail.

1. Ensure equipment conditions are met in order presented in initial setup.

CAUTION

Ensure cylinder 1 is at Top Dead Center (TDC) (WP 0082, Service Engine Valves) prior to removing the rocker arm assembly. Failure to comply will make the required valve adjustment more difficult and may result in damage to equipment.

2. Remove six M 8-50 bolts (Figure 1, Item 1) and two M 8-25 bolts (Figure 1, Item 2) securing rocker arm assembly (Figure 1, Item 7) to cylinder head (Figure 1, Item 5).
3. Remove rocker arm assembly (Figure 1, Item 7) and place on a suitable work surface.

CAUTION

Push rods (Figure 1, Item 6) must be installed to the location from which they were removed. Failure to comply may cause damage to equipment.

4. Remove and tag six push rods (Figure 1, Item 6) from cylinder head (Figure 1, Item 5) and place on a suitable work surface.
5. Remove bolt (Figure 1, Item 3) and lube oil line bracket (Figure 1, Item 4) from engine.

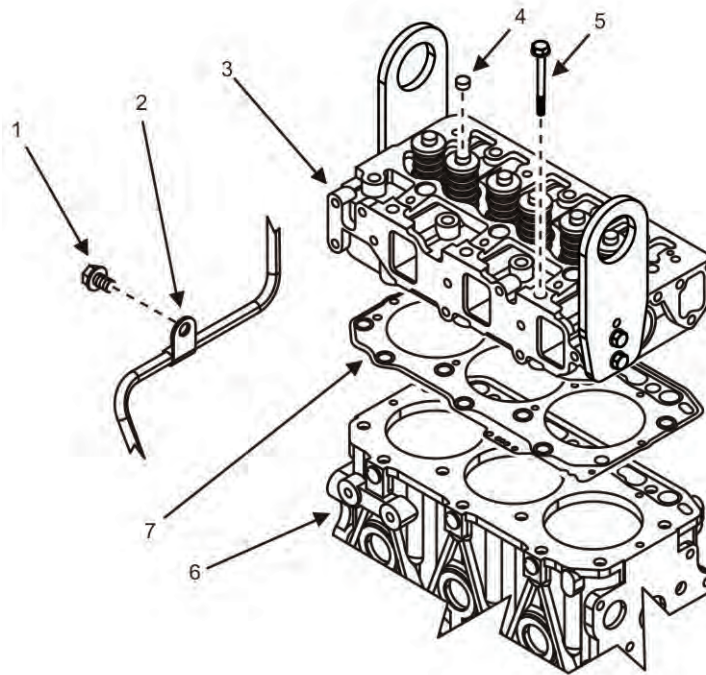


Figure 2. Cylinder Head — Removal.

6. Remove and tag six valve caps (Figure 2, Item 4).
7. Remove bolt (Figure 2, Item 1) and lube oil line bracket (Figure 2, Item 2) from cylinder head (Figure 2, Item 3).

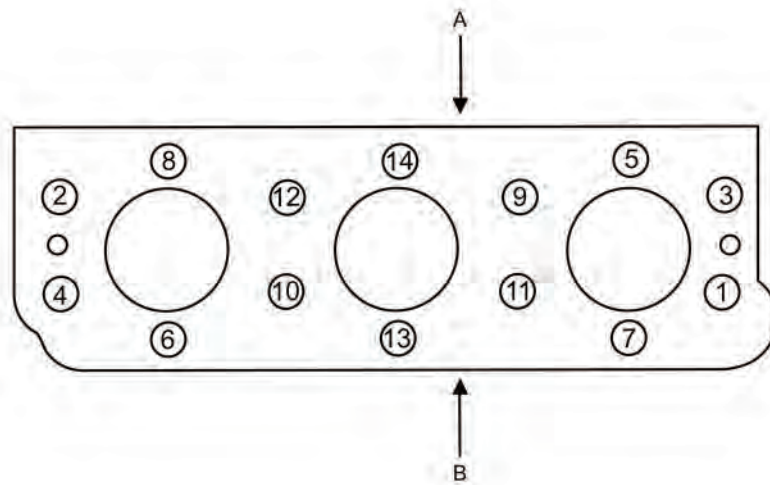


Figure 3. Cylinder Bolt Removal Sequence.

CAUTION

Remove cylinder head bolts in sequence shown in Figure 3 to prevent warping of cylinder head. Failure to comply may cause damage to equipment.

NOTE

In Figure 3, the letter A represents exhaust side of engine and letter B represents intake side of engine.

8. Loosen cylinder head bolts (Figure 2, Item 5) by following the sequence shown in Figure 3.
9. Remove and discard 14 cylinder head bolts (Figure 2, Item 5).

NOTE

It may be necessary to tap cylinder head (Figure 2, Item 3) using rubber mallet to loosen cylinder head from engine block (Figure 2, Item 6).

10. Remove cylinder head (Figure 2, Item 3) and place on suitable work surface.

CAUTION

When scraping gasket material from engine block (Figure 2, Item 6), use caution to keep gasket scrapings and other foreign material from entering the engine block (Figure 2, Item 6). Do not use a screwdriver to scrape gasket material. Failure to comply may cause damage to equipment.

11. Remove and discard cylinder head gasket (Figure 2, Item 7).

WARNING

Dry cleaning solvent is combustible and toxic to eyes, skin, and respiratory tract. Skin and eye protection is required. Avoid repeated or prolonged contact. Work in ventilated area only. Failure to comply may cause injury or death to personnel.

12. Clean cylinder head (Figure 2, Item 3) and engine block (Figure 2, Item 6) combustion deck of dirt and debris with dry cleaning solvent and wipe dry with wiping rags.

CAUTION

Be sure engine block (Figure 2, Item 6) and cylinder head (Figure 2, Item 3) openings are covered or plugged to prevent any dirt or debris from entering the cylinders and engine. Failure to comply may cause damage to equipment.

13. Cover cylinder head (Figure 2, Item 3) and engine block (Figure 2, Item 6) openings to prevent any dirt or debris from entering.
14. Place cylinder head (Figure 2, Item 3) on suitable work surface.
15. Inspect cylinder head (Figure 2, Item 3) for cracks, warps, or other damage.
16. Replace cylinder head (Figure 2, Item 3) if cracked, warped, or damaged.
17. Inspect cylinder head mounting surface on engine block (Figure 2, Item 6) and water jacket around cylinders for damage or corrosion. Replace engine (Figure 2, Item 6) if damage or excessive corrosion is found.

CAUTION

Be sure cylinders are free of dirt and debris before installing new cylinder head (Figure 2, Item 3). Failure to comply may cause damage to equipment.

18. Position new cylinder head gasket (Figure 2, Item 7) on engine block (Figure 2, Item 6).
19. Position cylinder head (Figure 2, Item 3) on engine block (Figure 2, Item 6).
20. Apply a light coating of lubricating oil to 14 new cylinder head bolts (Figure 2, Item 5).
21. Install 14 new cylinder head bolts (Figure 2, Item 5) finger-tight.

CAUTION

Fourteen cylinder head bolts (Figure 2, Item 5) are tightened in a two-step process in the order specified in Figure 3 to prevent warping of cylinder head. Failure to comply may cause damage to equipment.

22. Tighten 14 new cylinder head bolts (Figure 2, Item 5) in sequence shown in Figure 3 to 31.5 – 33.5 ft/lb (42.6 – 46 Nm).
23. Tighten cylinder head bolts (Figure 2, Item 5) in same sequence as step 5 to 63 – 67 ft/lb (85.3 – 91.1 Nm).
24. Install lube oil line bracket (Figure 2, Item 2) to cylinder head (Figure 2, Item 3) with bolt (Figure 2, Item 1) and tighten.
25. Install six valve caps (Figure 2, Item 4) IAW tags.
26. Install six push rods (Figure 1, Item 6) to cylinder head (Figure 1, Item 5) IAW tags installed at removal.
27. Position rocker arm assembly (Figure 1, Item 7) on cylinder head (Figure 1, Item 5).
28. Align push rods (Figure 1, Item 6) with rocker arms on rocker arm assembly (Figure 1, Item 7).

CAUTION

Rocker arm supports are aluminum alloy material. When tightening bolts to aluminum alloy, 80% of torque values must be used. Failure to comply may cause damage to equipment.

29. Install six M 8-50 bolts (Figure 1, Item 1) and two M 8-25 bolts (Figure 1, Item 2) securing rocker arm assembly (Figure 1, Item 7) to cylinder head (Figure 1, Item 5) and tighten.
30. Torque six M 8-50 bolts (Figure 1, Item 1) and two M 8-25 bolts (Figure 1, Item 2) to 14 to 17 ft/lb (19 to 23 Nm).
31. Install bolt (Figure 1, Item 3) and lube oil line bracket (Figure 1, Item 4) to engine.
32. Install fuel injection lines and fuel injectors (WP 0068, Remove/Install Fuel Injectors).
33. Install water pump (WP 0070, Remove/Install Water Pump).
34. Check and adjust valves as required (WP 0082, Service Engine Valves).
35. Install valve cover and crankcase breather hoses (WP 0081, Remove/Install Valve Cover).
36. Install turbocharger lube oil inlet and outlet lines (WP 0079, Remove/Install Turbocharger).
37. Install exhaust flex pipe (WP 0077, Remove/Install Muffler).
38. Install exhaust elbow (WP 0079, Remove/Install Turbocharger).
39. Install P-Clamp to intake manifold (WP 0076, Remove/Install Intake Manifold).
40. Install intake air heater wires (WP 0075, Remove/Install Intake Air Heaters).
41. Install upper and lower radiator hoses (WP 0024, Remove/Install Radiator Hose and Tube Assemblies).
42. Install front body panel (WP 0029, Remove/Install Front Body Panel).
43. Install top body panel (WP 0028, Remove/Install Top Body Panel).
44. Fill engine coolant (WP 0021, Service Cooling System).
45. Install battery ground cable (WP 0036, Remove/Install Batteries).
46. Close generator set doors.
47. Turn engine control switch to PRIME & RUN (TM 9-6115-750-10).
48. Start engine and check for leaks and proper operation (TM 9-6115-750-10). Bring coolant to normal operating temperature and then apply a 100% rated load for 30 minutes (TM 9-6115-750-10).
49. Repair as required.

END OF TASK

END OF WORK PACKAGE

**SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
WIRING DIAGRAMS**

INITIAL SETUP:**Personnel Required**

91D (1)

References

NMWR 9-6115-750

FO-1, Wiring Diagram

FO-2, Schematic Diagram

INTRODUCTION

All diagrams and essential wiring information are provided for all electrical circuits with the exception of the DCS. The wiring diagram for the DCS is provided in NMWR 9-6115-750.

WIRE IDENTIFICATION

Identification of wires is done in the Foldout Pages in the Rear Matter of this manual.

ABBREVIATIONS

Abbreviations in the wiring information conform to ASME Y14.38 unless the wires are marked as shown in the respective diagrams.

WIRING DIAGRAMS

Wiring schematics and diagrams are provided in the Foldout Pages located in the Rear Matter of this manual.

END OF WORK PACKAGE

CHAPTER 6
PARTS INFORMATION
FOR
AMMPS 10KW GENERATOR SET

CHAPTER 6
PARTS INFORMATION

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DC ELECTRIC INSTALLATION REPAIR PARTS LIST	0102
RELAY PANEL ASSEMBLY REPAIR PARTS LIST	0103
HOUSING INSTALLATION REPAIR PARTS LIST	0104
DCS INSTALLATION REPAIR PARTS LIST	0105
DCS CONTROL PANEL ASSEMBLY REPAIR PARTS LIST	0106
DCS ENCLOSURE ASSEMBLY REPAIR PARTS LIST	0107
INTAKE AIR INSTALLATION REPAIR PARTS LIST	0108
EXHAUST INSTALLATION REPAIR PARTS LIST	0109
COOLING SYSTEM INSTALLATION REPAIR PARTS LIST	0110
FUEL SYSTEM INSTALLATION REPAIR PARTS LIST	0111
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FUEL FILTER/WATER SEPARATOR INSTALLATION REPAIR PARTS LIST	0113
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VOLTAGE SELECTION SWITCH REPAIR PARTS LIST	0117
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CONVENIENCE RECEPTACLE REPAIR PARTS LIST	0119
TRANSFORMERS REPAIR PARTS LIST	0120
PRINTED CIRCUIT BOARD MODULE REPAIR PARTS LIST	0121
POWER PLANT INSTALLATION REPAIR PARTS LIST	0122
AC GENERATOR ASSEMBLY, 50/60 HZ REPAIR PARTS LIST	0123
AC GENERATOR ASSEMBLY, 400 HZ REPAIR PARTS LIST	0124
ENGINE ASSEMBLY REPAIR PARTS LIST	0125
LUBRICATION SYSTEM REPAIR PARTS LIST	0126
ENGINE SPEED SENSOR REPAIR PARTS LIST	0127
FUEL INJECTORS AND LINES REPAIR PARTS LIST	0128
FUEL INJECTION PUMP REPAIR PARTS LIST	0129
THERMOSTAT REPAIR PARTS LIST	0130
WATER PUMP REPAIR PARTS LIST	0131

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FLYWHEEL REPAIR PARTS LIST	0138
CRANKCASE REAR BEARING COVER REPAIR PARTS LIST	0139
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FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
RPSTL INTRODUCTION

INTRODUCTION

SCOPE

This RPSTL lists and authorizes spares and repair parts; special tools; special test, measurement, and diagnostic equipment (TMDE); and other special support equipment required for performance of field and sustainment maintenance of the AMMPS 10 kW generator set. It authorizes the requisitioning, issue, and disposition of spares, repair parts, and special tools as indicated by the source, maintenance, and recoverability (SMR) codes.

GENERAL

In addition to the Introduction work package, this RPSTL is divided into the following work packages.

1. **Repair Parts List Work Packages.** Work packages containing lists of spares and repair parts authorized by this RPSTL for use in the performance of maintenance. These work packages also include parts which must be removed for replacement of the authorized parts. Parts lists are composed of functional groups in ascending alphanumeric sequence, with the parts in each group listed in ascending figure and item number sequence. Sending units, brackets, filters, and bolts are listed with the component they mount on. Bulk materials are listed by item name in FIG. BULK at the end of the work packages. Repair parts kits are listed separately in their own functional group and work package. Repair parts for reparable special tools are also listed in a separate work package. Items listed are shown on the associated illustrations.
2. **Special Tools List Work Packages.** Work packages containing lists of special tools, special TMDE, and special support equipment authorized by this RPSTL (as indicated by Basis of Issue (BOI) information in the DESCRIPTION AND USABLE ON CODE (UOC) column). Tools that are components of common tool sets and/or Class VII are not listed.
3. **Cross-Reference Indexes Work Packages.** There are two cross reference indexes work packages in this RPSTL: the National Stock Number (NSN) Index work package and the Part Number (P/N) Index work package. The National Stock Number (NSN) Index work package refers you to the figure and item number. The Part Number (P/N) Index work package refers you to the figure and item number.

EXPLANATION OF COLUMNS IN THE REPAIR PARTS LIST AND SPECIALTOOLS LIST WPS

ITEM NO. (Column (1)). Indicates the number used to identify items called out in the illustration.

SMR CODE (Column (2)). The SMR code containing supply/requisitioning information, maintenance level authorization criteria, and disposition instruction, as shown in the following breakout. This entry may be subdivided into four subentries, one for each service.

Table 1. SMR Code Explanation.

Source Code <u>XX</u>		Maintenance Code <u>XX</u>	Recoverability Code <u>X</u>
1st two positions: How to get an item.	3rd position: Who can install, replace, or use the item.	4th position: Who can do complete repair* on the item.	5th position: Who determines the disposition action on unserviceable items.

*Complete Repair: Maintenance capacity, capability, and authority to perform all corrective maintenance tasks of the "Repair" function in a use/user environment in order to restore serviceability to a failed item.

Source Code. The source code tells you how you get an item needed for maintenance, repair, or overhaul of an end item/equipment. Explanations of source codes follow:

<u>Source Code</u>	<u>Application/Explanation</u>
PA PB PC PD PE PF PG PH PR PZ	<p style="text-align: center;">NOTE</p> <p>Items coded PC are subject to deterioration.</p> <p>Stock items; use the applicable NSN to requisition/request items with these source codes. They are authorized to the level indicated by the code entered in the third position of the SMR code.</p>
KD KF KB	Items with these codes are not to be requested/requisitioned individually. They are part of a kit which is authorized to the maintenance level indicated in the third position of the SMR code. The complete kit must be requisitioned and applied.
MF-Made at field level MH-Made at below depot/sustainment level ML-Made at SRA MD-Made at depot MG-Navy only	Items with these codes are not to be requisitioned/requested individually. They must be made from bulk material which is identified by P/N in the DESCRIPTION AND UOC column and listed in the bulk material group work package of the RPSTL. If the item is authorized to you by the third position code of the SMR code, but the source indicates it is made at a higher level, order the item from the higher level of maintenance.
AF-Assembled by field level AH-Assembled by below depot/sustainment level AL-Assembled by SRA AD-Assembled by depot AG-Navy only	Items with these codes are not to be requested/requisitioned individually. The parts that make up the assembled item must be requisitioned or fabricated and assembled at the level of maintenance indicated in the source code. If the third position of the SMR code authorizes you to replace the item, but the source code indicates the item is assembled at a higher level, order the item from the higher level of maintenance.
XA	Do not requisition an "XA" coded item. Order the next higher assembly. (Refer to NOTE below.)
XB	If an item is not available from salvage, order it using the CAGEC and part number.
XC	Installation drawings, diagrams, instruction sheets, field service drawings; identified by manufacturer's part number.
XD	Item is not stocked. Order an XD-coded item through local purchase or normal supply channels using the CAGEC and part number given, if no NSN is available.

NOTE

Cannibalization or controlled exchange, when authorized, may be used as a source of supply for items with the above source codes except for those items source coded "XA" or those aircraft support items restricted by requirements of AR 750-1.

Maintenance Code. Maintenance codes tell you the level(s) of maintenance authorized to use and repair support items. The maintenance codes are entered in the third and fourth positions of the SMR code as follows:

Third Position. The maintenance code entered in the third position tells you the lowest maintenance level authorized to remove, replace, and use an item. The maintenance code entered in the third position will indicate authorization to the following levels of maintenance:

Maintenance

<u>Code</u>	<u>Application/Explanation</u>
C -	Crew.
F -	Field maintenance can remove, replace, and use the item.
H -	Below Depot Sustainment maintenance can remove, replace, and use the item.
L -	Specialized repair activity can remove, replace, and use the item.
G -	Afloat and ashore intermediate maintenance can remove, replace, and use the item (Navy only).
K -	Contractor facility can remove, replace, and use the item.
Z -	Item is not authorized to be removed, replaced, or used at any maintenance level.
D -	Depot can remove, replace, and use the item.

*NOTE - Army will use C in the third position. However, for joint service publications, other services may use O.

Fourth Position. The maintenance code entered in the fourth position tells you whether or not the item is to be repaired and identifies the lowest maintenance level with the capability to do complete repair (perform all authorized repair functions).

NOTE

Some limited repair may be done on the item at a lower level of maintenance, if authorized by the Maintenance Allocation Chart (MAC) and SMR codes.

Maintenance

<u>Code</u>	<u>Application/Explanation</u>
C -	Crew (Operator) is the lowest class that can do complete repair.
F -	Field is the lowest level that can do complete repair of the item.
H -	Below Depot Sustainment is the lowest level that can do complete repair of the item.
L -	Specialized repair activity (<i>enter specialized repair activity or TASMG designator</i>) is the lowest level that can do complete repair of the item.
D -	Depot is the lowest level that can do complete repair of the item.
G -	Both afloat and ashore intermediate levels are capable of complete repair of item. (Navy only).
K -	Complete repair is done at contractor facility.
Z -	Nonreparable. No repair is authorized.
B -	No repair is authorized. No parts or special tools are authorized for maintenance of "B" coded item. However, the item may be reconditioned by adjusting, lubricating, etc., at the user level.

Recoverability Code. Recoverability codes are assigned to items to indicate the disposition action on unserviceable items. The recoverability code is shown in the fifth position of the SMR code as follows:

**Recoverability
Code****Application/Explanation**

Z -	Nonreparable item. When unserviceable, condemn and dispose of the item at the level of maintenance shown in the third position of the SMR code.
F -	Reparable item. When uneconomically reparable, condemn and dispose of the item at the field level.
H -	Reparable item. When uneconomically reparable, condemn and dispose of the item at the below depot sustainment level.
D -	Reparable item. When beyond lower level repair capability, return to depot. Condemnation and disposal of item are not authorized below depot level.
L -	Reparable item. Condemnation and disposal not authorized below Specialized Repair Activity (SRA).
A -	Item requires special handling or condemnation procedures because of specific reasons (such as precious metal content, high dollar value, critical material, or hazardous material). Refer to appropriate manuals/directives for specific instructions.
G -	Field level reparable item. Condemn and dispose at either afloat or ashore intermediate levels. (Navy only).
K -	Reparable item. Condemnation and disposal to be performed at contractor facility.

NSN (Column (3)). The NSN for the item is listed in this column.

CAGEC (Column (4)). The Commercial and Government Entity Code (CAGEC) is a five-digit code which is used to identify the manufacturer, distributor, or Government agency/activity that supplies the item.

PART NUMBER (Column (5)). Indicates the primary number used by the manufacturer (individual, company, firm, corporation, or Government activity), which controls the design and characteristics of the item by means of its engineering drawings, specifications, standards, and inspection requirements to identify an item or range of items.

NOTE

When you use an NSN to requisition an item, the item you receive may have a different part number from the number listed.

DESCRIPTION AND UOC (Column (6)). This column includes the following information:

1. The federal item name and, when required, a minimum description to identify the item.
2. Part numbers of bulk materials are referenced in this column in the line entry to be manufactured or fabricated.
3. Hardness Critical Item (HCI). A support item that provides the equipment with special protection from electromagnetic pulse (EMP) damage during a nuclear attack.
4. The statement END OF FIGURE appears just below the last item description in column (6) for a given figure in both the repair parts list and special tools list work packages.

QTY (Column (7)). The QTY (quantity per figure) column indicates the quantity of the item used in the breakout shown on the illustration/figure, which is prepared for a functional group, sub-functional group, or an assembly. A "V" appearing in this column instead of a quantity indicates that the quantity is variable and quantity may change from application to application.

USMC QTY per Equip (Column (8)). This column accommodates the Marine Corps quantity per equipment requirement.

EXPLANATION OF CROSS-REFERENCE INDEXES WORK PACKAGES FORMAT AND COLUMNS

1. National Stock Number (NSN) Index Work Package. NSNs in this index are listed in National Item Identification Number (NIIN) sequence.

STOCK NUMBER Column. This column lists the NSN in NIIN sequence. The NIIN consists of the last nine digits of the NSN. When using this column to locate an item, ignore the first four digits of the NSN. However, the complete NSN should be used when ordering items by stock number.

For example, if the NSN is 5385-01-574-1476, the NIIN is 01-574-1476.

FIG. Column. This column lists the number of the figure where the item is identified/located. The figures are in numerical order in the repair parts list and special tools list work packages.

ITEM Column. The item number identifies the item associated with the figure listed in the adjacent FIG. column. This item is also identified by the NSN listed on the same line.

2. Part Number (P/N) Index work package. Part numbers in this index are listed in ascending alphanumeric sequence (vertical arrangement of letter and number combinations which places the first letter or digit of each group in order A through Z, followed by the numbers 0 through 9 and each following letter or digit in like order).

PART NUMBER Column. Indicates the part number assigned to the item.

FIG. Column. This column lists the number of the figure where the item is identified/located in the repair parts list and special tools list work packages.

ITEM Column. The item number is the number assigned to the item as it appears in the figure referenced in the adjacent figure number column.

SPECIAL INFORMATION

UOC. The UOC appears in the lower left corner of the Description Column heading. Usable on codes are shown as "UOC:..." in the Description Column (justified left) on the first line under the applicable item/nomenclature. Uncoded items are applicable to all models. Identification of the UOCs used in the RPSTL are:

<u>Code</u>	<u>Used On</u>
98G	Model MEP-1040
98H	Model MEP-1041

Fabrication Instructions. Bulk materials required to manufacture items are listed in the bulk material functional group of this RPSTL. Part numbers for bulk material are also referenced in the Description Column of the line item entry for the item to be manufactured/fabricated. Detailed fabrication instructions for items source coded to be manufactured or fabricated are found in applicable TM.

Index Numbers. Items which have the word BULK in the figure column will have an index number shown in the item number column. This index number is a cross-reference between the NSN / Part Number (P/N) Index work packages and the bulk material list in the repair parts list work package.

HOW TO LOCATE REPAIR PARTS

1. When NSNs or Part Numbers Are Not Known.

First. Using the Table of Contents, determine the assembly group to which the item belongs. This is necessary since figures are prepared for assembly groups and subassembly groups, and lists are divided into the same groups.

Second. Find the figure covering the functional group or the subfunctional group to which the item belongs.

Third. Identify the item on the figure and note the number(s).

Fourth. Look in the repair parts list work package for the figure and item numbers. The NSNs and part numbers are on the same line as the associated item numbers.

2. When NSN Is Known.

First. If you have the NSN, look in the STOCK NUMBER column of the NSN Index work package. The NSN is arranged in NIIN sequence. Note the figure and item number next to the NSN.

Second. Turn to the figure and locate the item number. Verify that the item is the one you are looking for.

3. When Part Number Is Known.

First. If you have the part number and not the NSN, look in the PART NUMBER column of the part number index WP. Identify the figure and item number.

Second. Look up the item on the figure in the applicable repair parts list work package.

ABBREVIATIONS

Not applicable.

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
GENERATOR SET REPAIR PARTS LIST

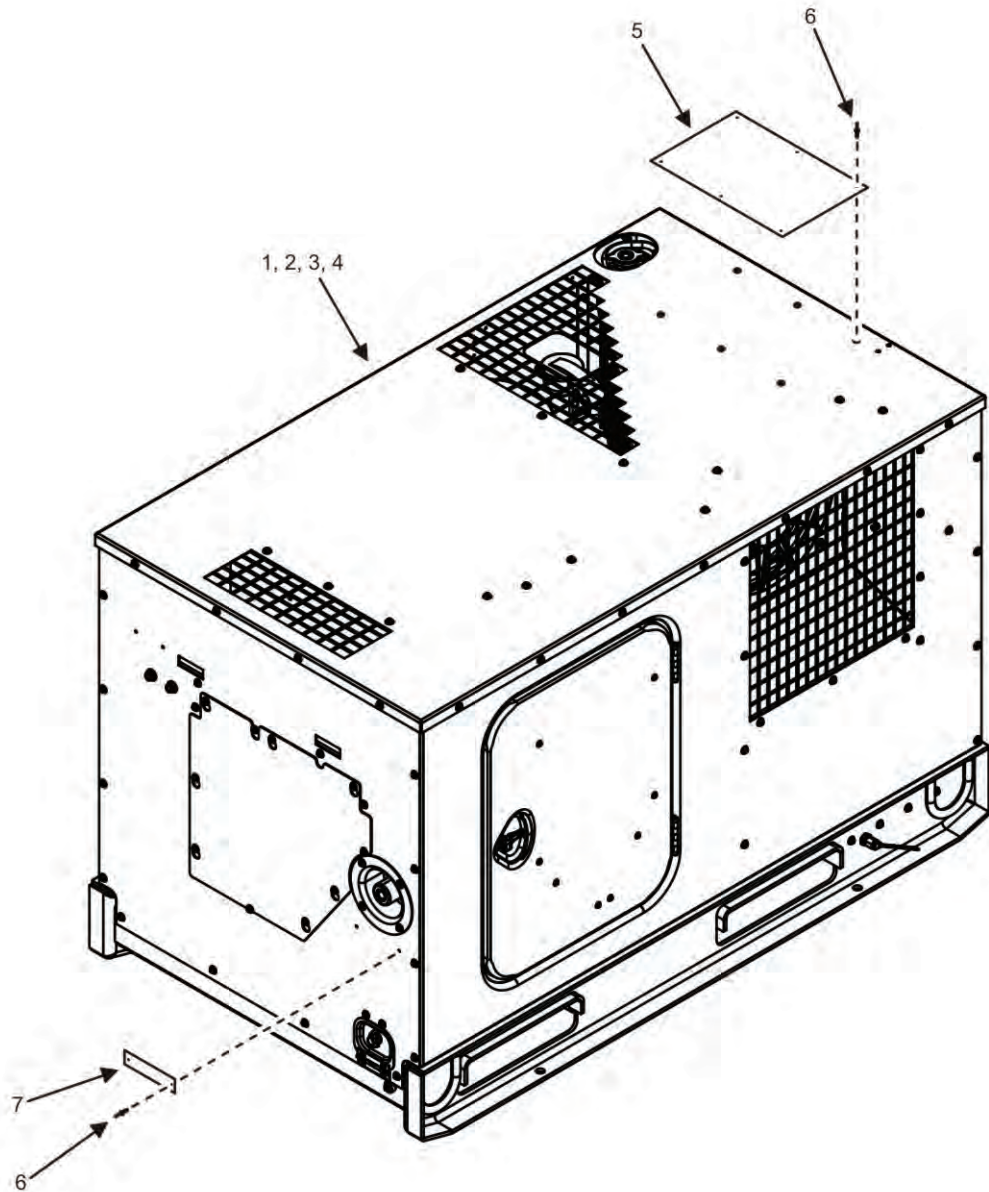


Figure 1. Generator Set (Sheet 1 of 6).

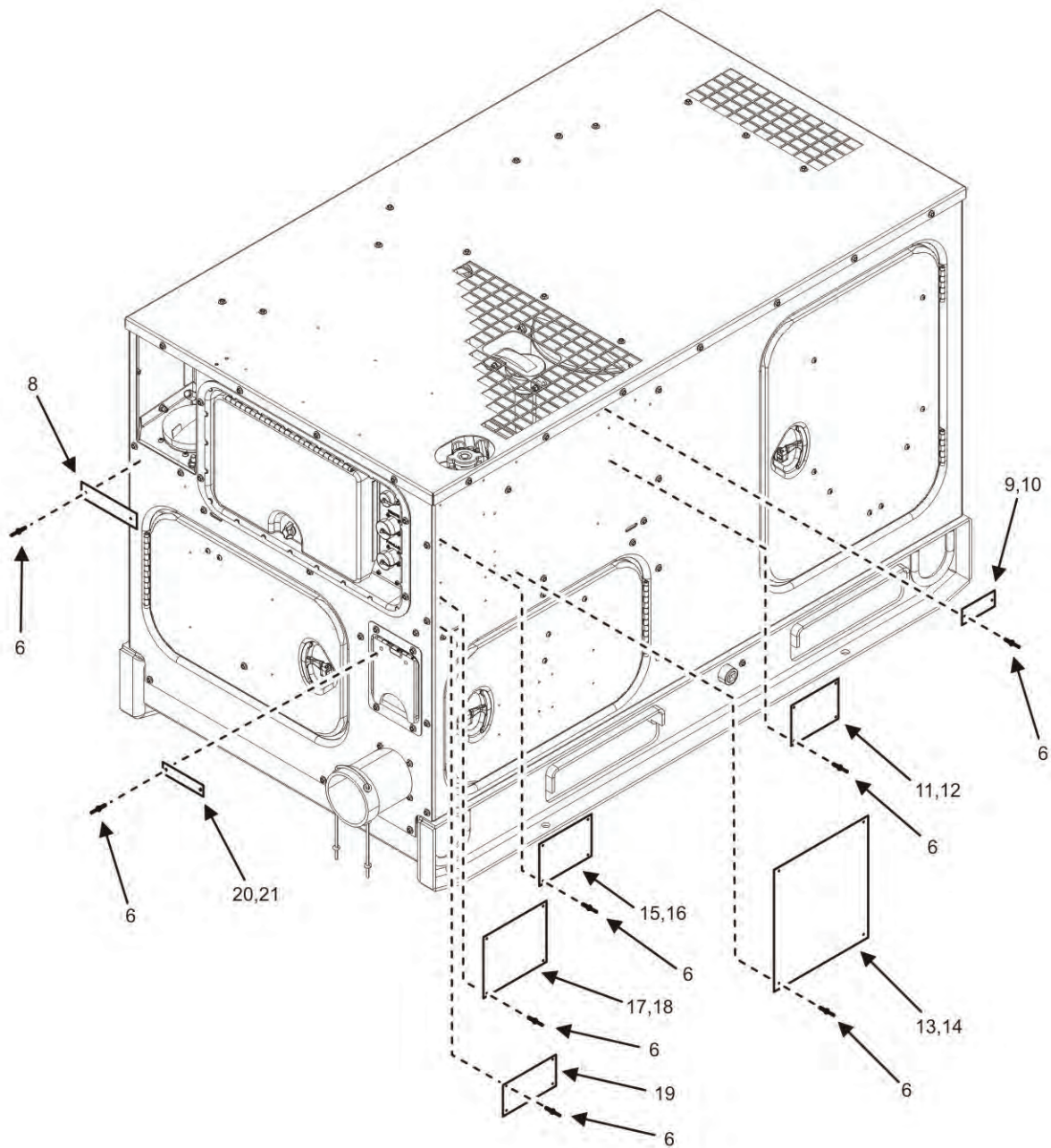


Figure 1. Generator Set (Sheet 2 of 6).

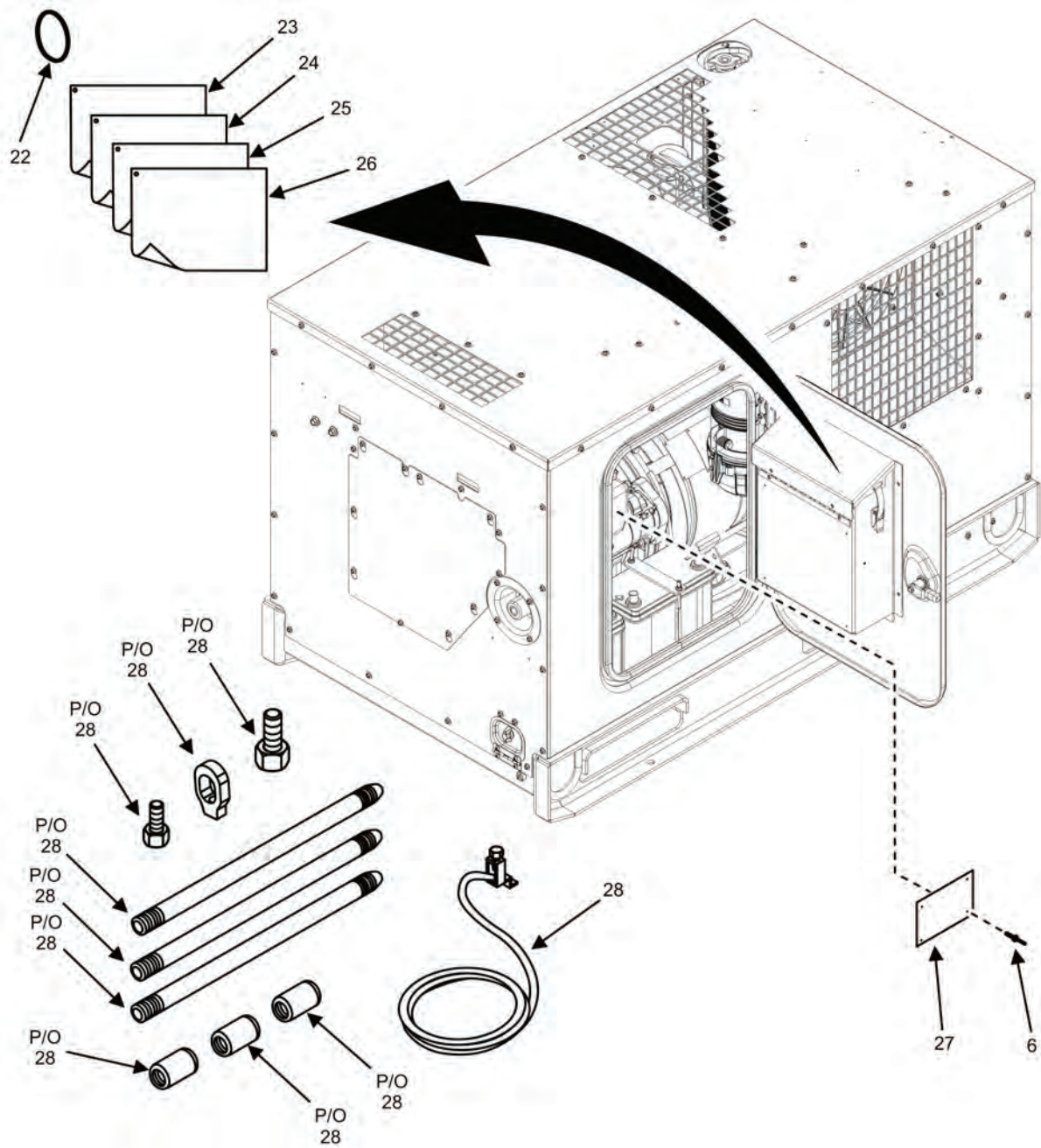


Figure 1. Generator Set (Sheet 3 of 6).

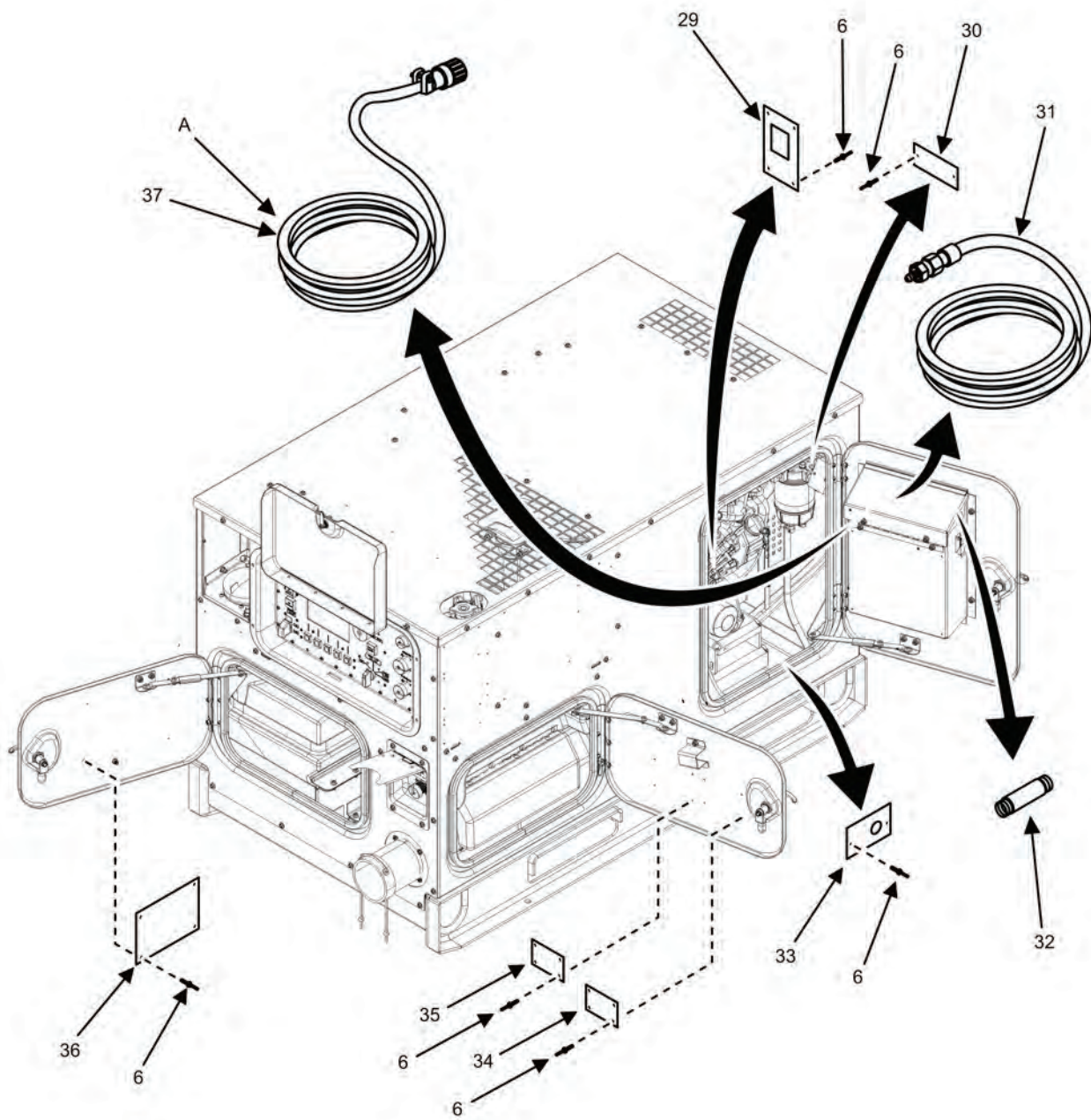


Figure 1. Generator Set (Sheet 4 of 6).

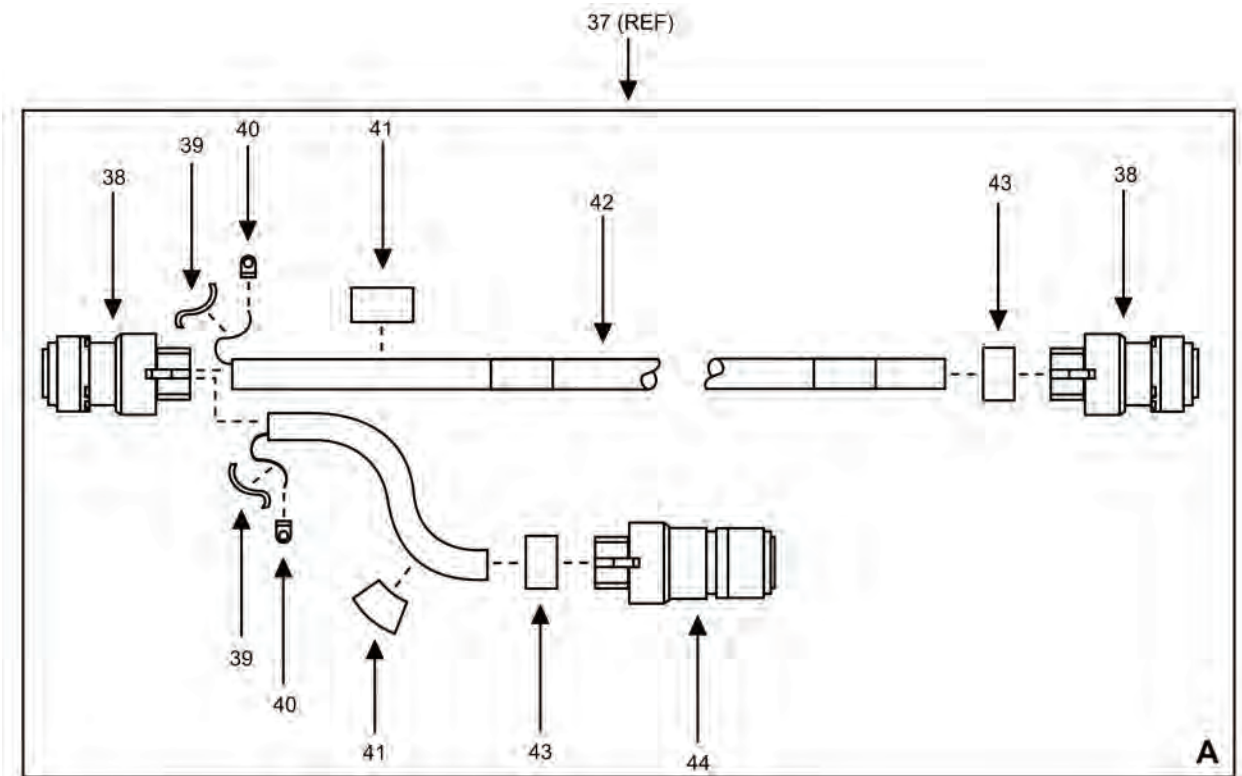


Figure 1. Generator Set (Sheet 5 of 6).

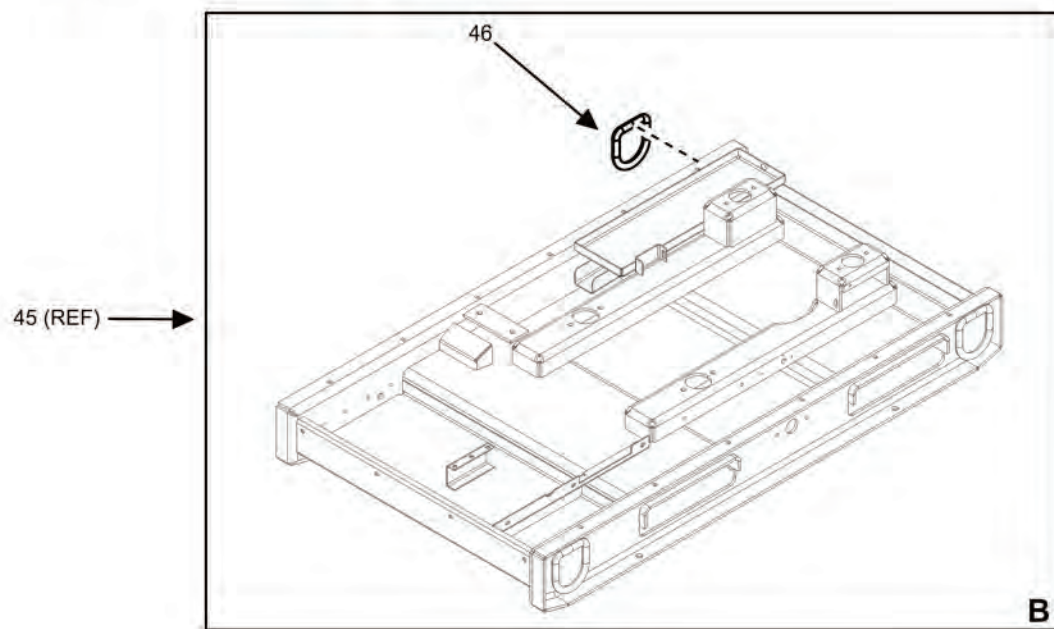
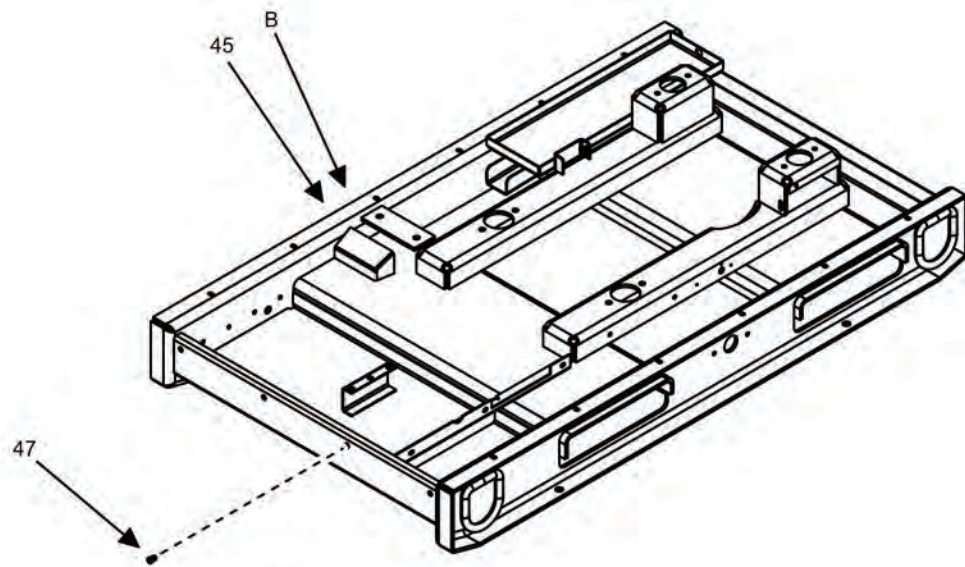


Figure 1. Generator Set (Sheet 6 of 6).

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 00									
FIG. 1 GENERATOR SET									
1	PAFHH	PAFHH	PAFHH	PAFHH	6115015617455	30554	MEP-1040	GENERATOR SET, DIESEL UOC: 98G	1
2	PAFHH	PAFHH	PAFHH	PAFHH	6115015617466	30554	MEP-1041	GENERATOR SET, DIESEL UOC: 98H	1
3	XAFHH	XAFHH	XCFFF	XCFFF		30554	04-21140	.GENERATOR ASSEMBLY UOC: 98G	1
4	XAFHH	XAFHH	XBFHH	XBFHH		30554	04-21141	.GENERATOR ASSEMBLY UOC: 98H	1
5	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21026	.PLATE, OPERATING INSTRUCTIONS	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5320009321972	81349	M24243/6-A402H	.RIVET, BLIND	54
7	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	88-20075	.PLATE, SLAVE, RECEPTACLE	
8	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21236	.PLATE, FUEL	1
9	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21078-3	.PLATE, UID IDENTIFICATION UOC: 98G	1
10	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21078-4	.PLATE, UID IDENTIFICATION UOC: 98H	1
11	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21077-3	.PLATE, IDENTIFICATION, GENERATOR SET UOC: 98G	1
12	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21077-4	.PLATE, IDENTIFICATION, GENERATOR SET UOC: 98H	1
13	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21023-3	.PLATE, LIFTING AND TIE DOWN UOC: 98G	1
14	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21023-4	.PLATE, LIFTING AND TIE DOWN UOC: 98H	1
15	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21024-3	.PLATE, IDENTIFICATION, OTAN UOC: 98G	1
16	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21024-4	.PLATE, IDENTIFICATION, OTAN UOC: 98H	1
17	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21022-3	.PLATE, SET RATING UOC: 98G	1
18	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21022-4	.PLATE, SET RATING UOC: 98H	1
19	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21011-2	.PLATE, SYSTEM CAPACITY	1
20	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21237	.PLATE, PARALLELING, RECEPTACLE UOC: 98G	1
21	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21240	.PLATE, PARALLELING, RECEPTACLE UOC: 98H	1
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	98-19694	.BOOK RING	1
23	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20008-1	.LAMINATE, WIRING DIAGRAM 10KW, 50/60/400 HZ	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
24	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20008-2	.LAMINATE, WIRING DIAGRAM 10KW, 50/60/400 HZ	1
25	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20008-3	.LAMINATE, WIRING DIAGRAM 10KW, 50/60/400 HZ	1
26	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21230	.PLATE, WIRING DIAGRAM	1
27	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21025	.PLATE, BATTERY CONNECTION	1
28	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5975008783791	58536	AA55804-3B 9FT	..ROD, GROUND	1
29	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21106	.PLATE, INFORMATION	1
30	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21016	.PLATE, FIRST FUEL FILTER	1
31	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720000213320	01276	FA1493FFF3000	.HOSE ASSEMBLY, FUEL	1
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ		39428	9176K155	.NIPPLE, PIPE	1
33	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21433	.PLATE, DEAD CRANK	1
34	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	88-20110	.PLATE, CAUTION, VOLTAGE	1
35	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21475-1	.PLATE, GROUNDING STUD	1
36	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21017-1	.PLATE, INFORMATION, FUEL	1
37	PAFFF	PAFFF	PAFFF	PAFFF	6150015860026	44940	04-21228	.HARNES, CONTROL	1
38	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0PCR1	CD3106E18-19P	..CONNECTOR, PLUG, ELECTRICAL	2
39	XBFZZ	XBFZZ	XBFZZ	XBFZZ		85901	ATUM 24/6-0	..SLEEVE, HEAT SHRINK (CUT TO LENGTH AS NEEDED)	1
40	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940004640117	00779	36152	..TERMINAL, RING	2
41	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG3T3-100B	..LAMINATE, LABEL	4
42	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0PCR1	CD0422S6C	..CABLE, SHEILD (CUT TO LENGTH AS NEEDED)	1
43	MFFZZ	MFFZZ	MFFZZ	MFFZZ		28105	ST-301-3/64 BLACK	..INSULATION SLEEVING (CUT TO LENGTH AS NEEDED FROM BULK ITEMS LIST, ITEM 14)	1
44	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0PCR1	CD3101E18-19S	..CONNECTOR, PLUG, ELECTRICAL	1
45	XAFHH	XAFHH	XAFHH	XAFHH		44940	04-20443	.SKID ASSEMBLY	1
46	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20499	..EYE, LIFTING	4
47	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015893727	3A2G6	39101-76030	.NUT, PLAIN, CLINCH	14
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
DC ELECTRIC INSTALLATION REPAIR PARTS LIST

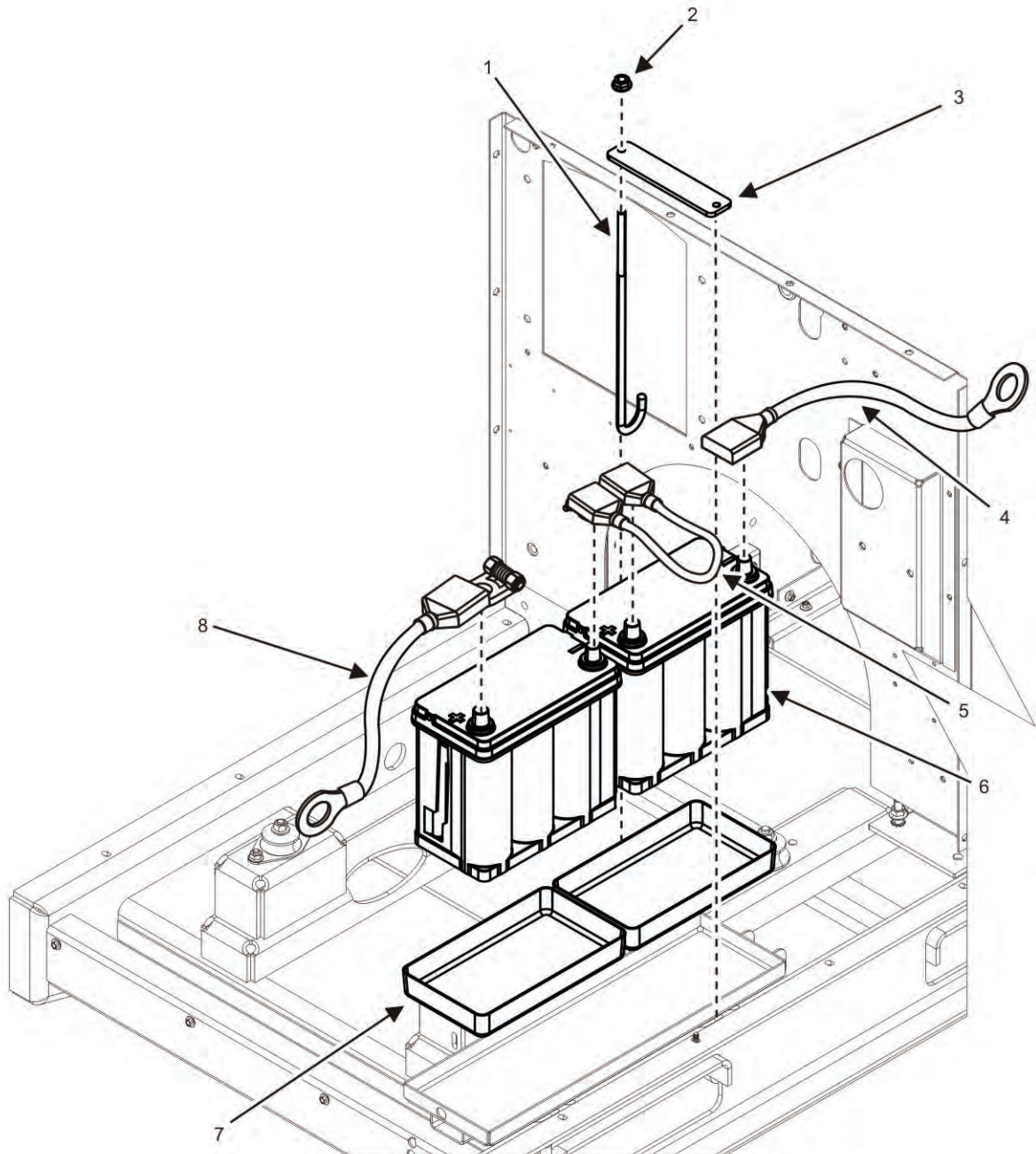


Figure 2. DC Electric Installation (Sheet 1 of 4).

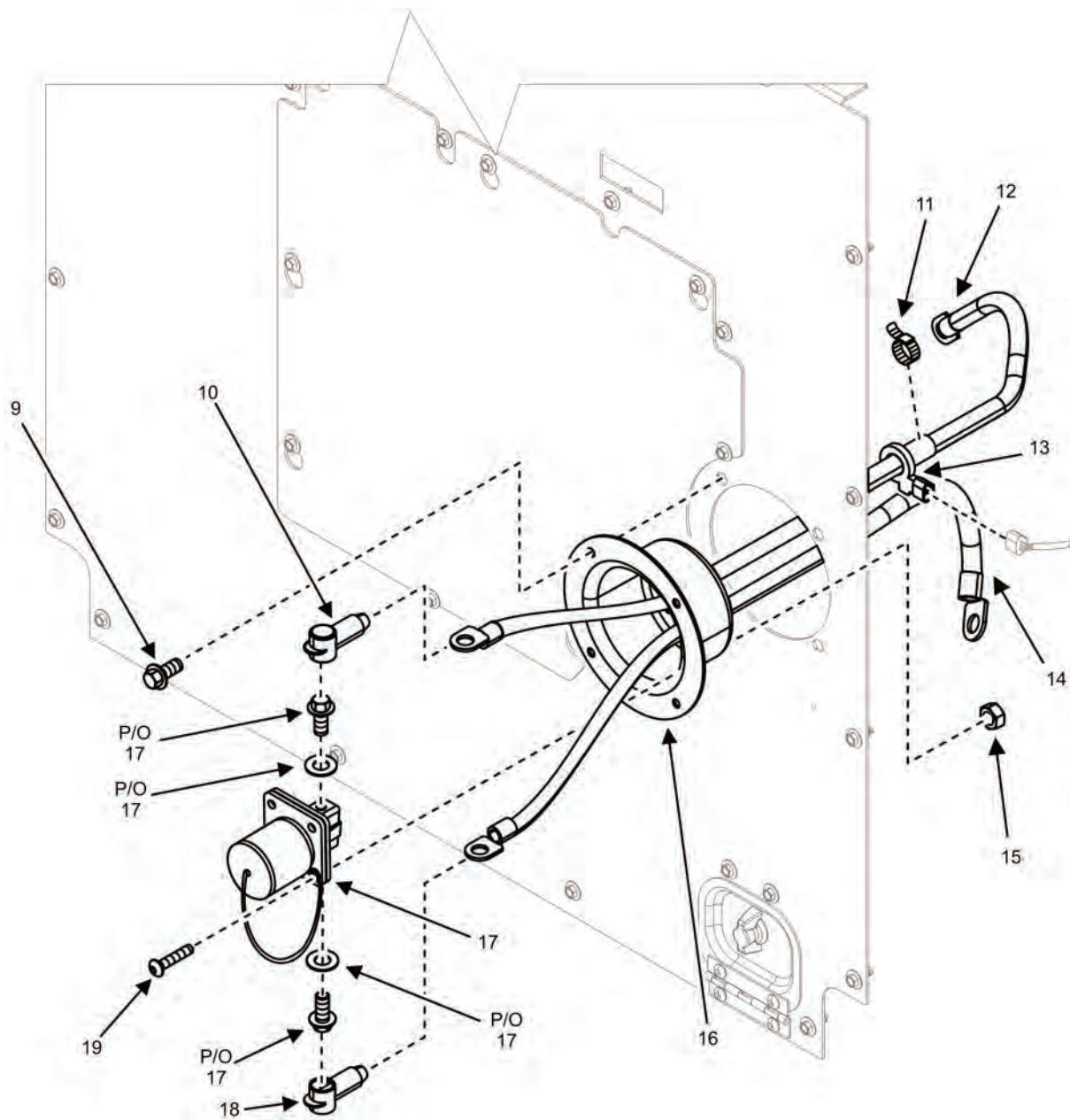


Figure 2. DC Electric Installation (Sheet 2 of 4).

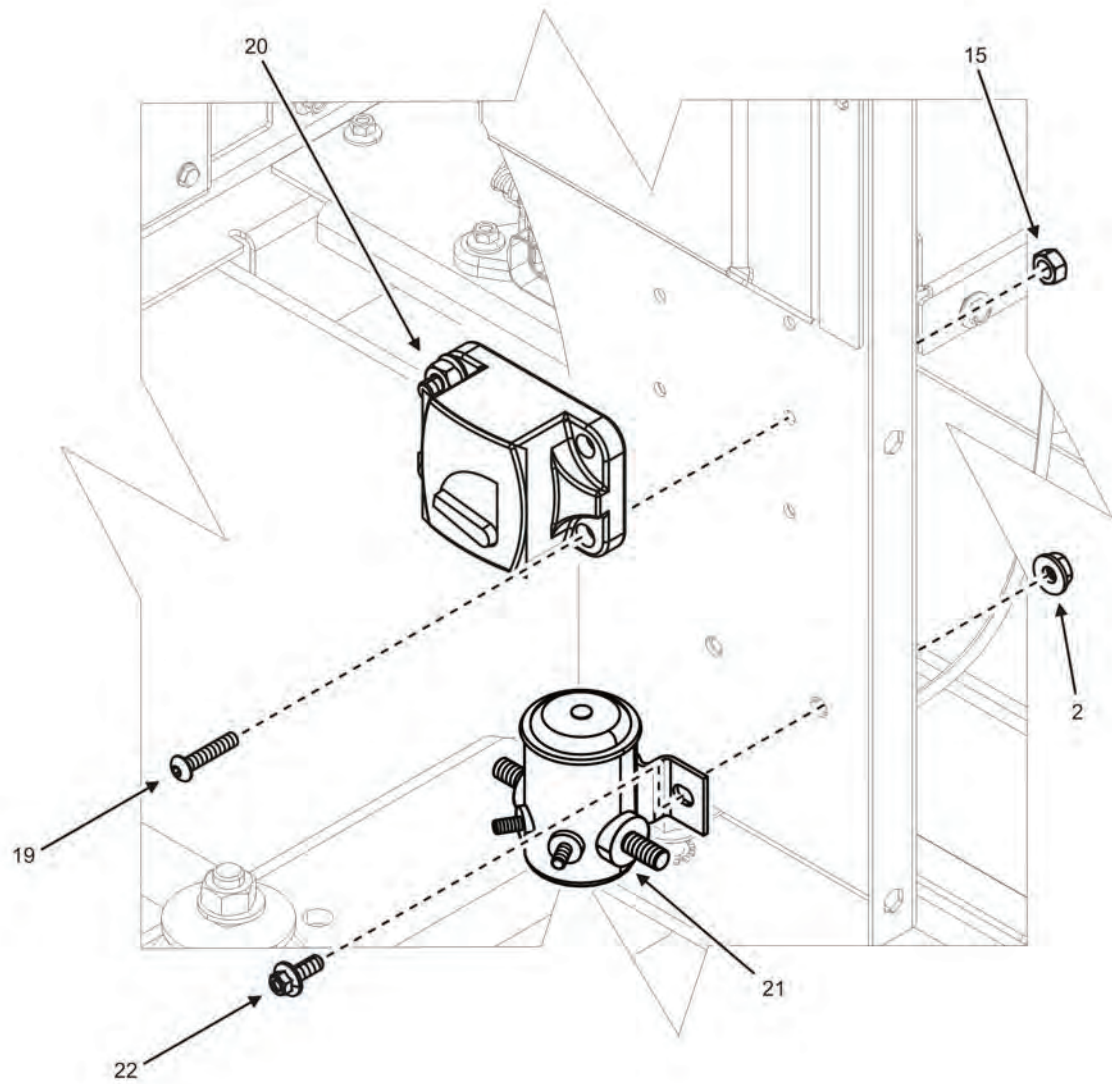


Figure 2. DC Electric Installation (Sheet 3 of 4).

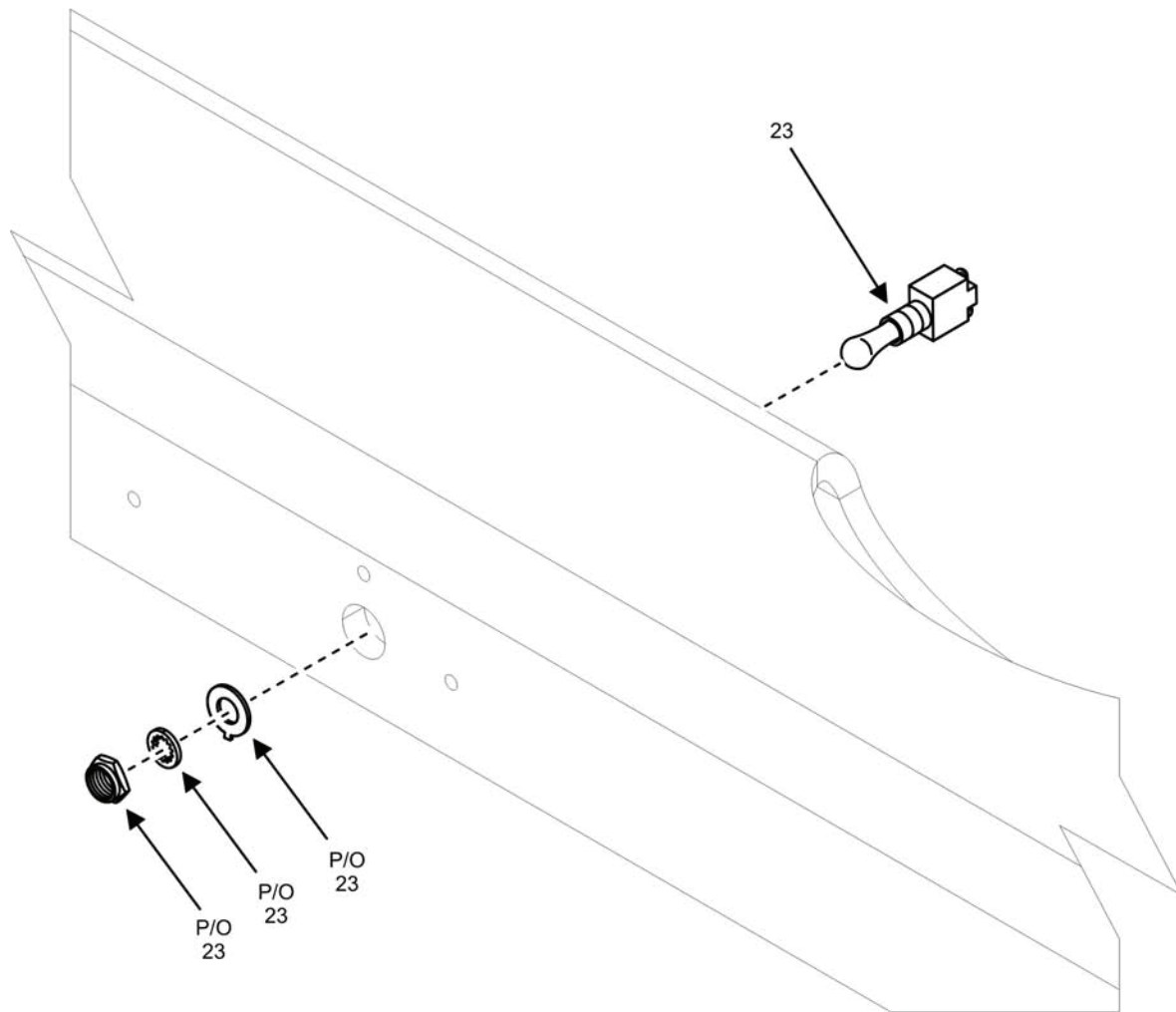


Figure 2. DC Electric Installation (Sheet 4 of 4).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 01	
								FIG. 2 DC ELECTRIC INSTALLATION	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6160015971381	44940	04-21107	.ROD, BATTERY RETAINER	4
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	.NUT, PLAIN, EXTENDED	6
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-20849	.HOLDER, BATTERY, PLATE	2
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6150015926629	44940	04-20674-2	.LEAD, BATTERY, NEGATIVE	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6150015926626	44940	04-20673-1	.LEAD, ELECTRICAL, JUMPER	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	88-22836	.BATTERY, STORAGE	2
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6160015926648	44940	04-20585	.TRAY, BATTERY	2
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-20674-1	.LEAD, BATTERY, POSITIVE	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ		4M343	44832	.SCREW, FLANGE HEAD, M6	4
10	PCFZZ	PCFZZ	PCFZZ	PCFZZ		1HDR0	222E3T02	.BOOT, DUST AND MOISTURE	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ		06383	PLT4S-M30	.STRAP, TIEDOWN, ELECTRICAL	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6150015926743	44940	04-20675-1	.LEAD, ELECTRICAL, NATO SLAVE, POSITIVE	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6625015926232	0S2B6	HAB-80-S	.SENSOR, CURRENT	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6150015926746	44940	04-20675-2	.LEAD, ELECTRICAL, NATO SLAVE, NEGATIVE	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310011688140	1FH08	DIN934M5	.NUT, HEX, M5	7
16	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20645	.TERMINAL BOX	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935010979974	19207	11674728	.CONNECTER, RECEPTACLE	1
18	PCFZZ	PCFZZ	PCFZZ	PCFZZ		1HDR0	228N3T14	.BOOT, DUST AND MOISTURE	1
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN7380A2-M5X25	.SCREW, CAP, SOCKET HEAD	7
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5925015876954	1UW16	187050F-03-1	.CIRCUIT BREAKER	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5945008557478	30554	88-22202	.RELAY, ELECTROMAGNETIC	1
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K 42	.SCREW, CAP, HEXAGON, M6	2
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5930006831625	96906	MS24523-31	.SWITCH, TOGGLE, DEAD CRANK	1
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
RELAY PANEL ASSEMBLY REPAIR PARTS LIST**

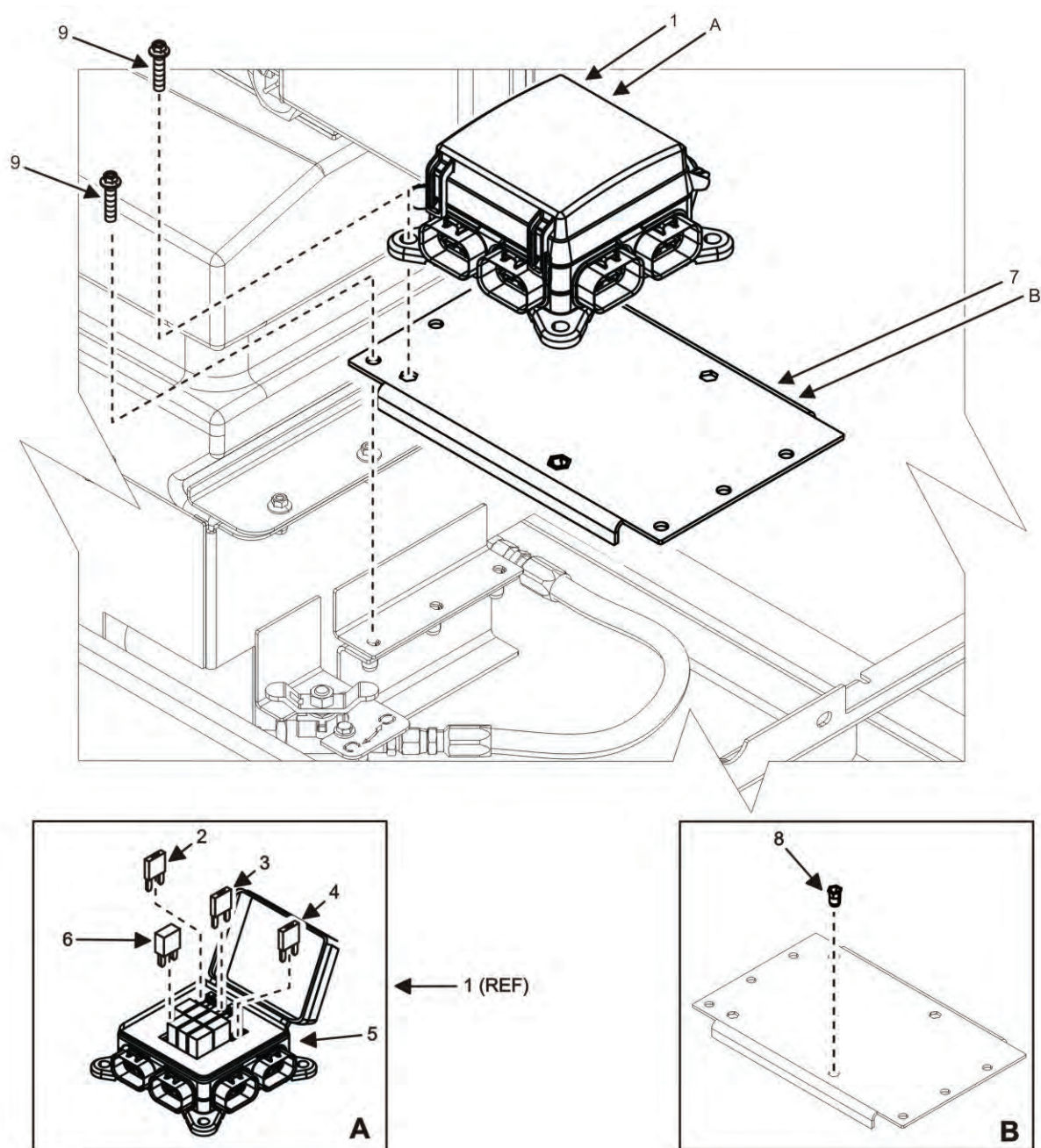


Figure 3. Relay Panel Assembly.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0101	
								FIG. 3 RELAY PANEL ASSEMBLY	
1	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20209	.PANEL, RELAY	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5925015694427	1UW16	22320-200	..CIRCUIT BREAKER	5
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5925015715799	1UW16	22330-200	..CIRCUIT BREAKER	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5925015696394	1UW16	22310-200	..CIRCUIT BREAKER	2
5	XBFZZ	XBFZZ	XBFZZ	XBFZZ		1UW16	31S-283-0U	..HOUSING, PANEL, RELAY	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		1UW16	B120-7032	..RELAY	8
7	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20444	.BRACKET, MOUNTING	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5325015893727	3A2G6	39101-76030	..NUT, PLAIN, CLINCH	4
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015921168	05047	AES10M06A020WB4K42	.SCREW, ASSEMBLED WASHER	10
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
HOUSING INSTALLATION REPAIR PARTS LIST**

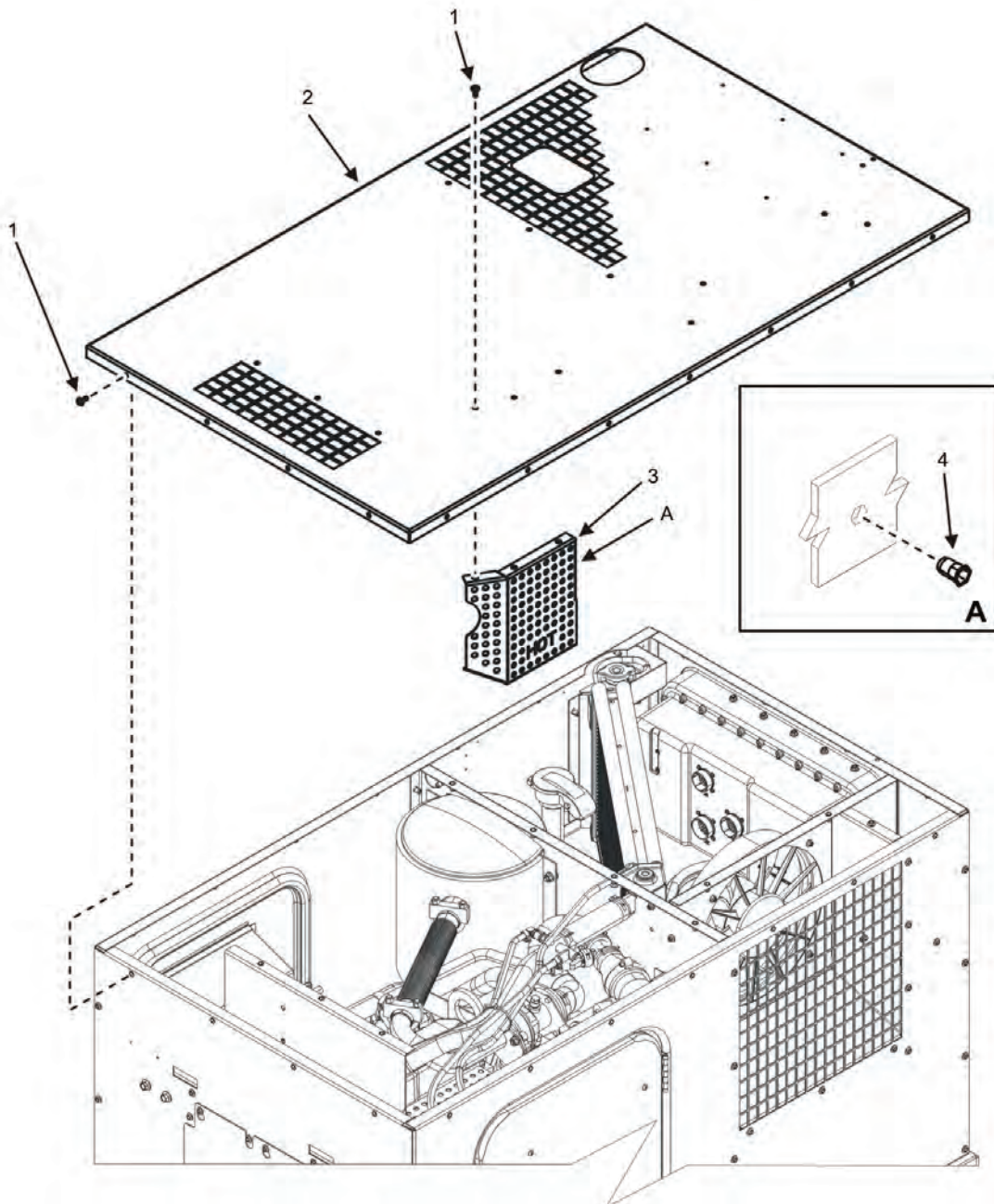


Figure 4. Housing Installation (Sheet 1 of 15).

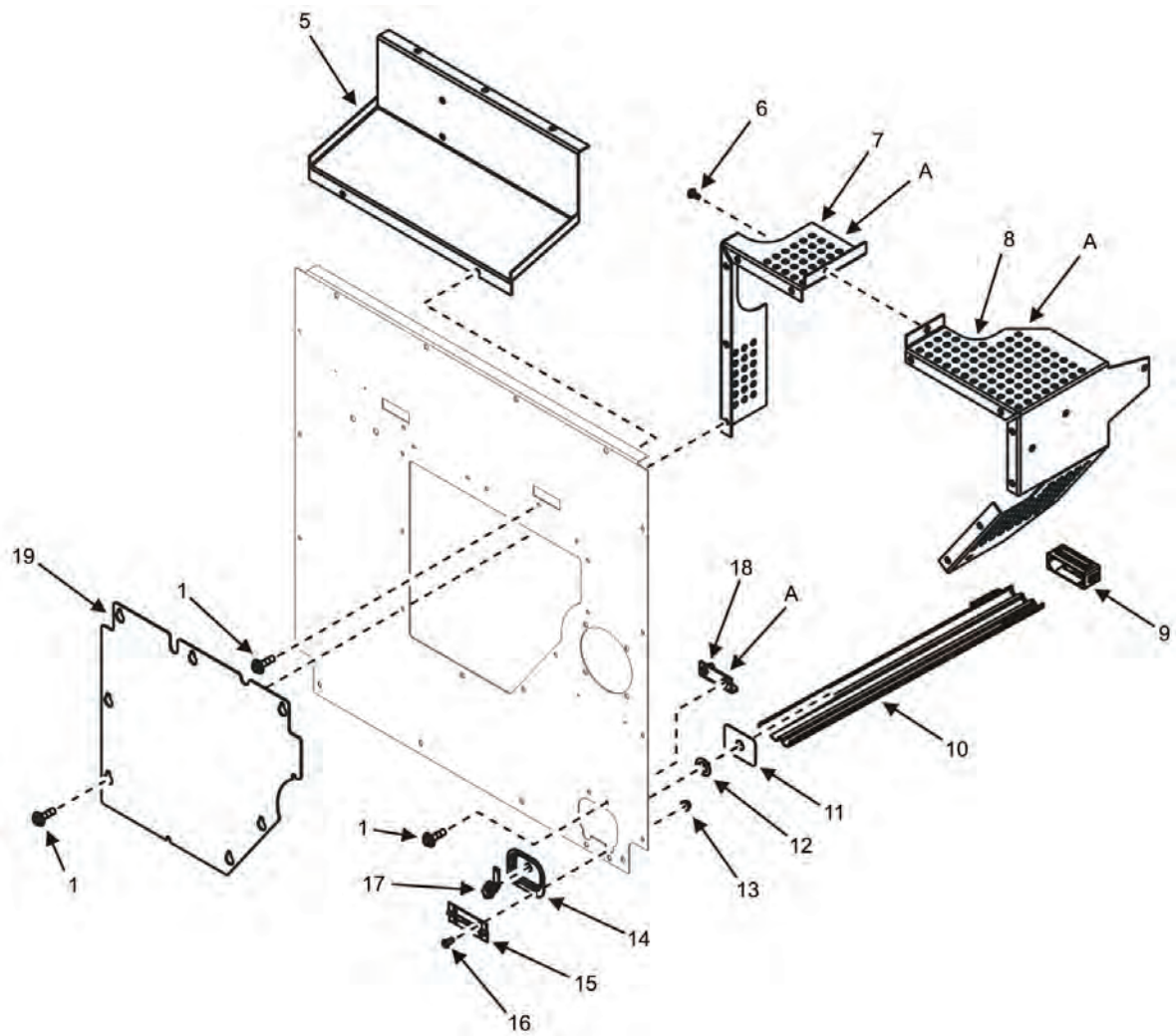


Figure 4. Housing Installation (Sheet 2 of 15).

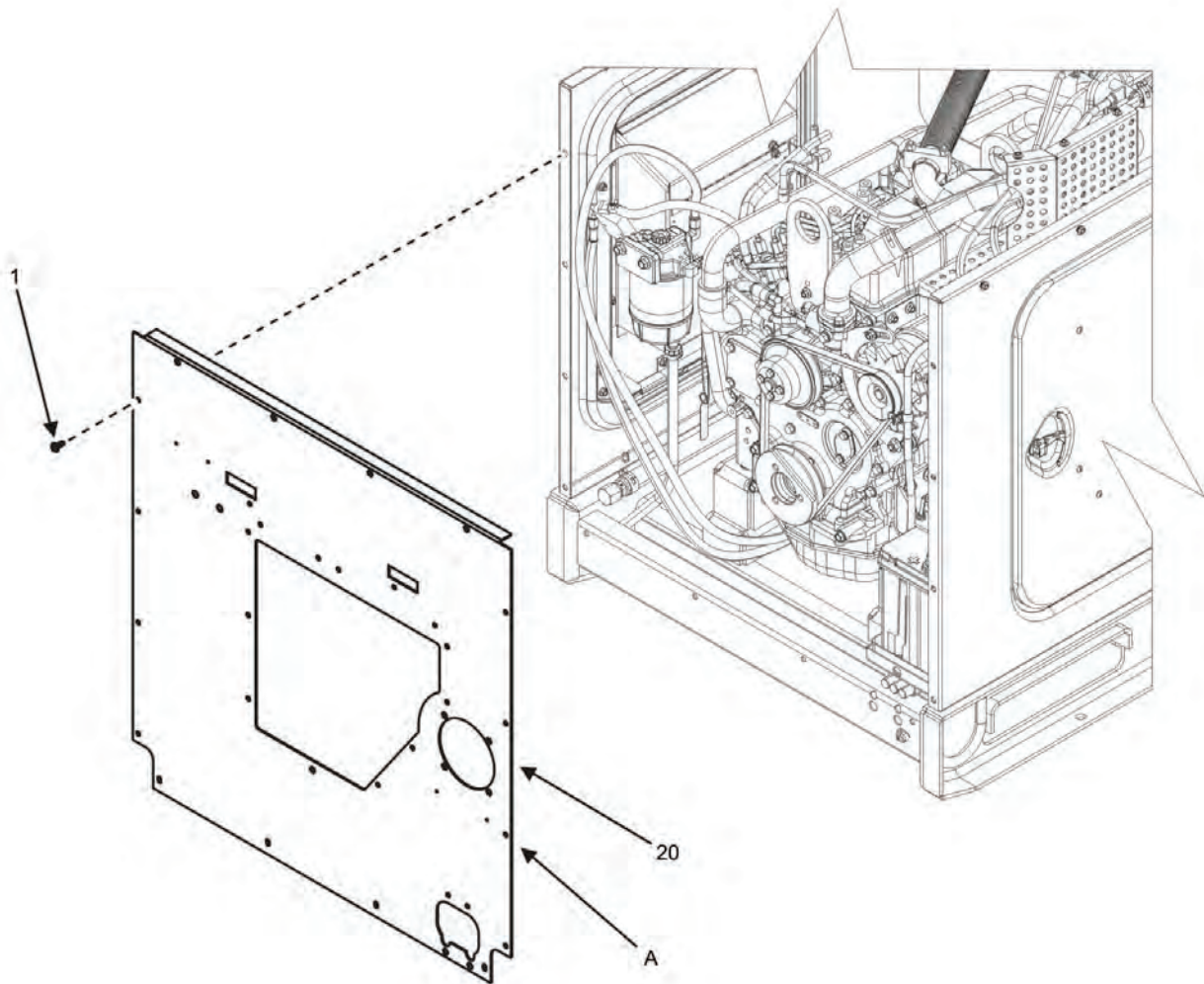


Figure 4. Housing Installation (Sheet 3 of 15).

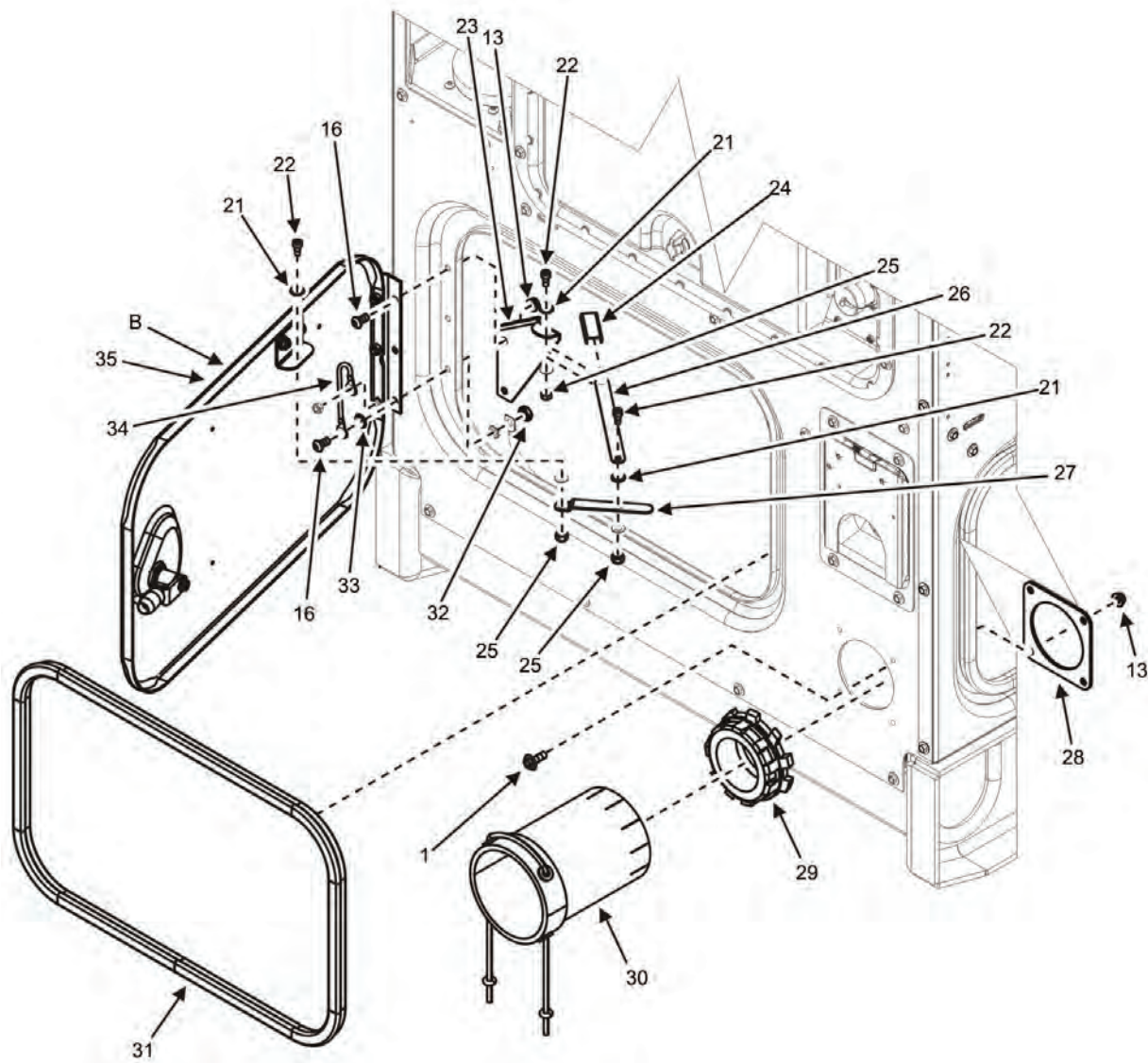


Figure 4. Housing Installation (Sheet 4 of 15).

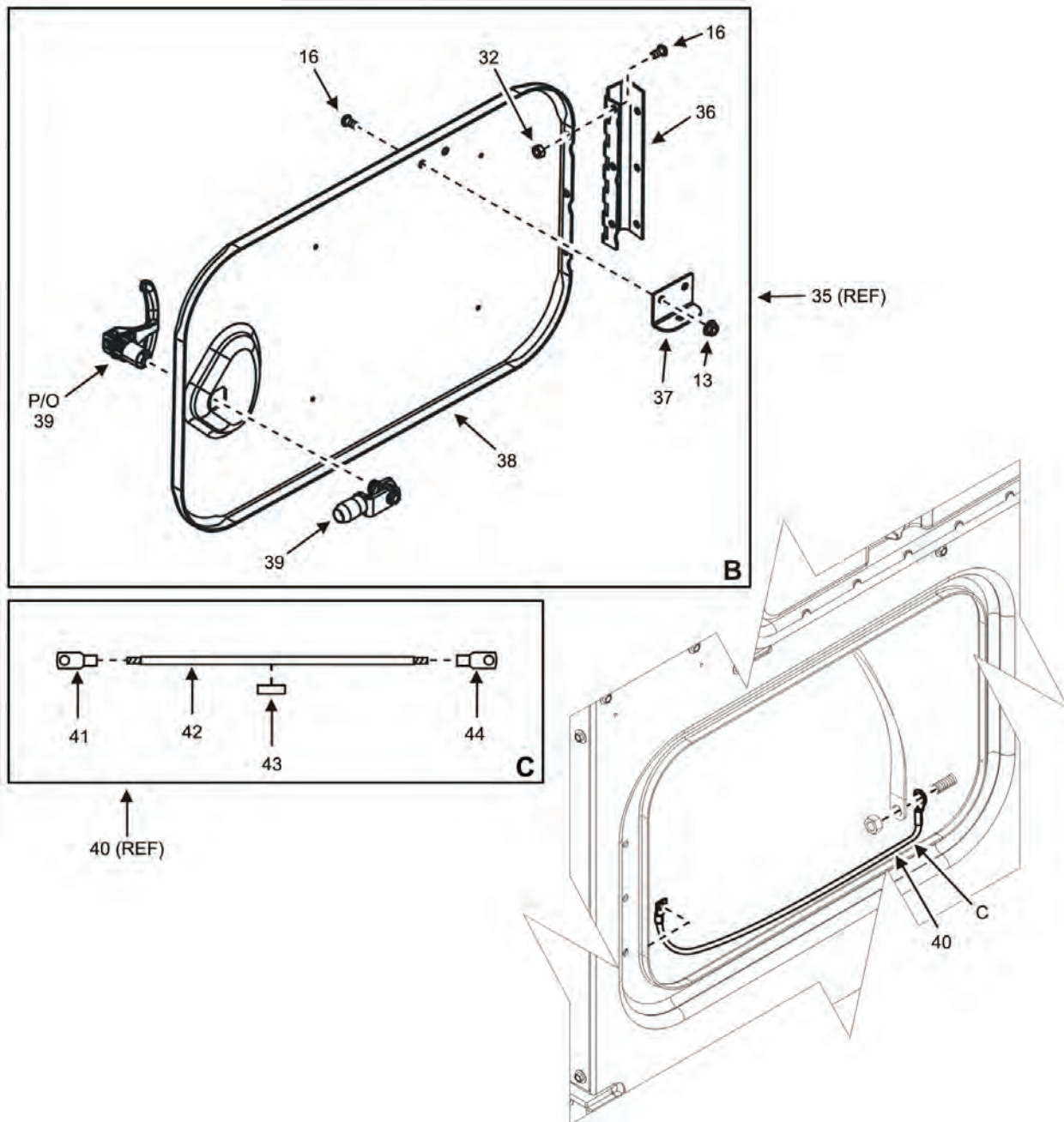


Figure 4. Housing Installation (Sheet 5 of 15).

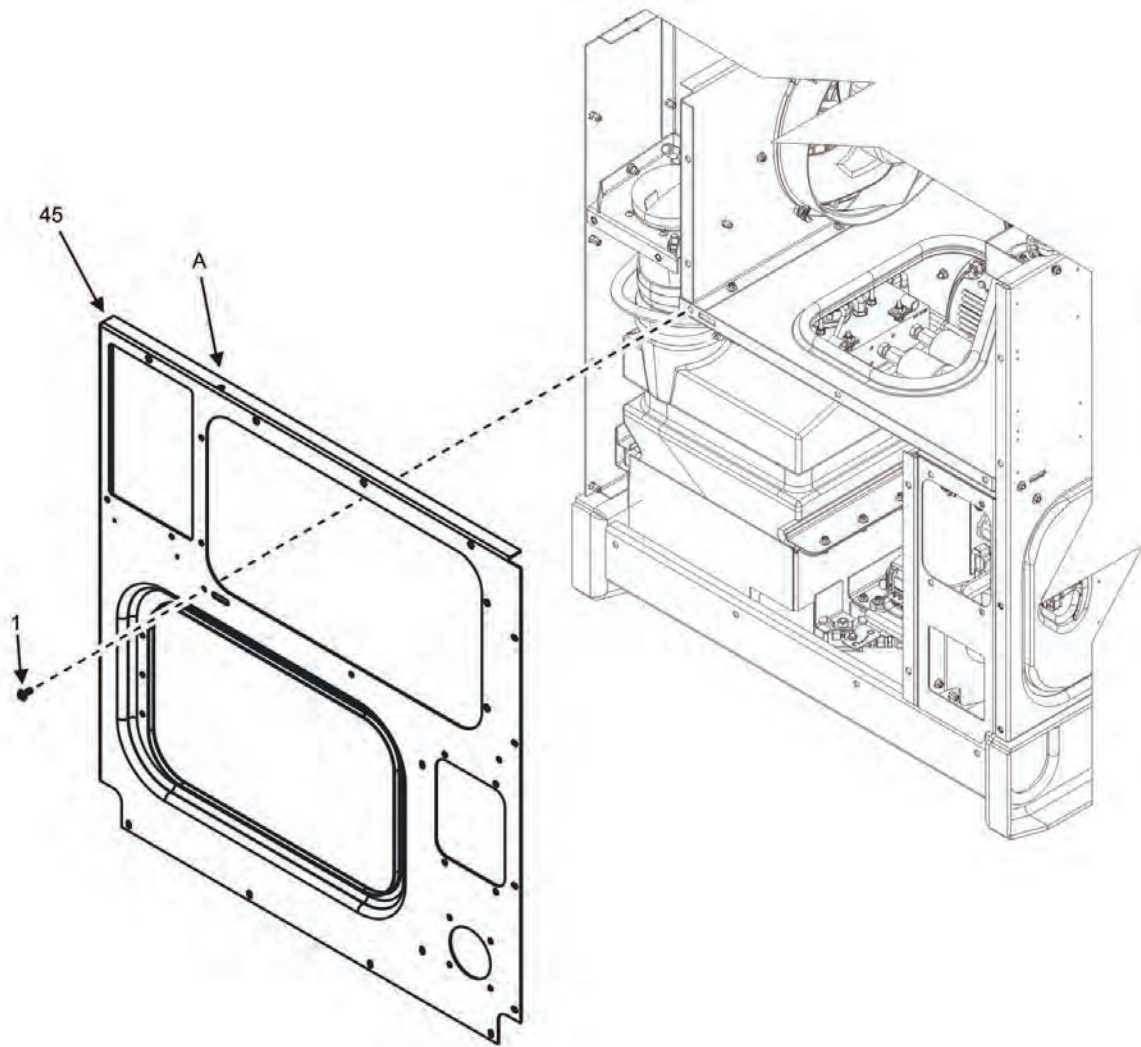


Figure 4. Housing Installation (Sheet 6 of 15).

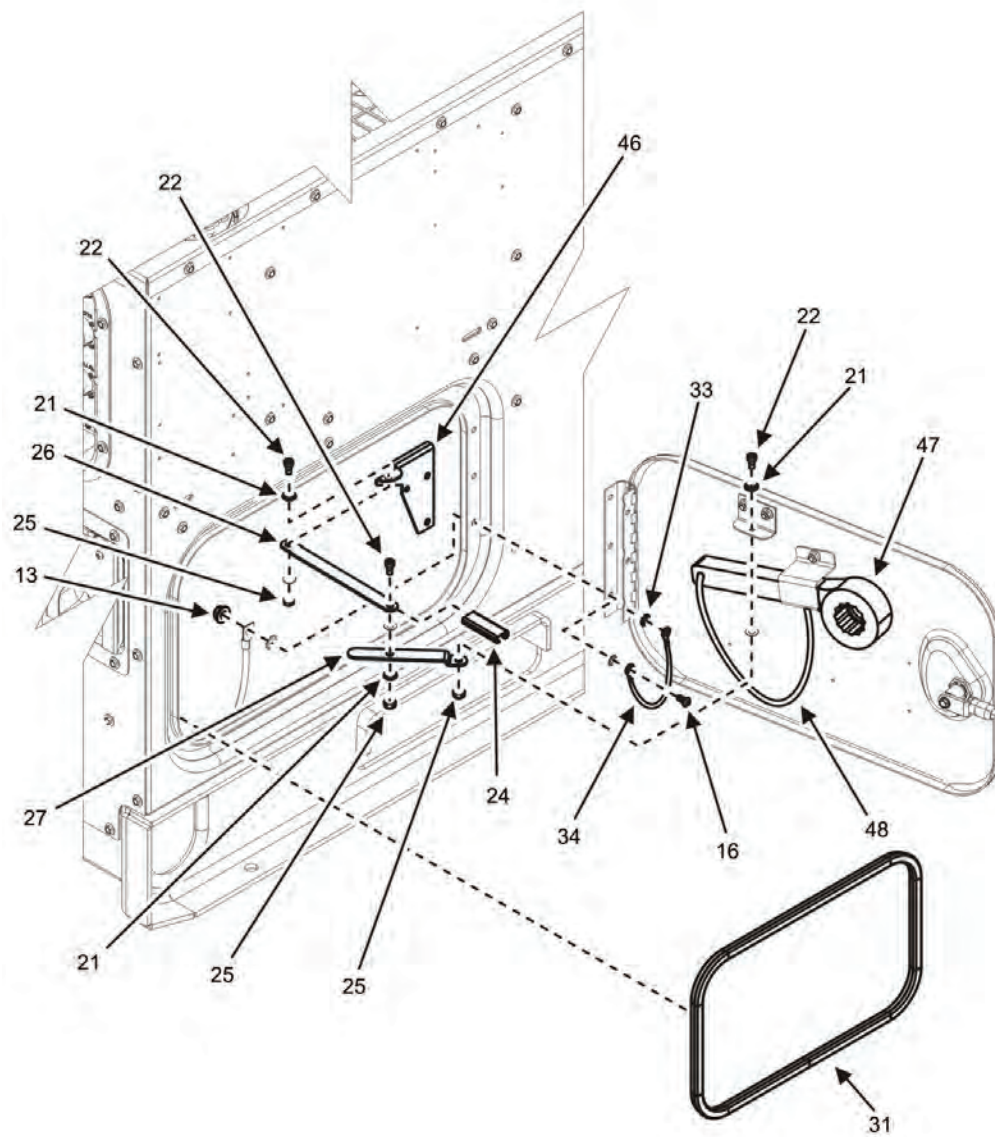


Figure 4. Housing Installation (Sheet 7 of 15).

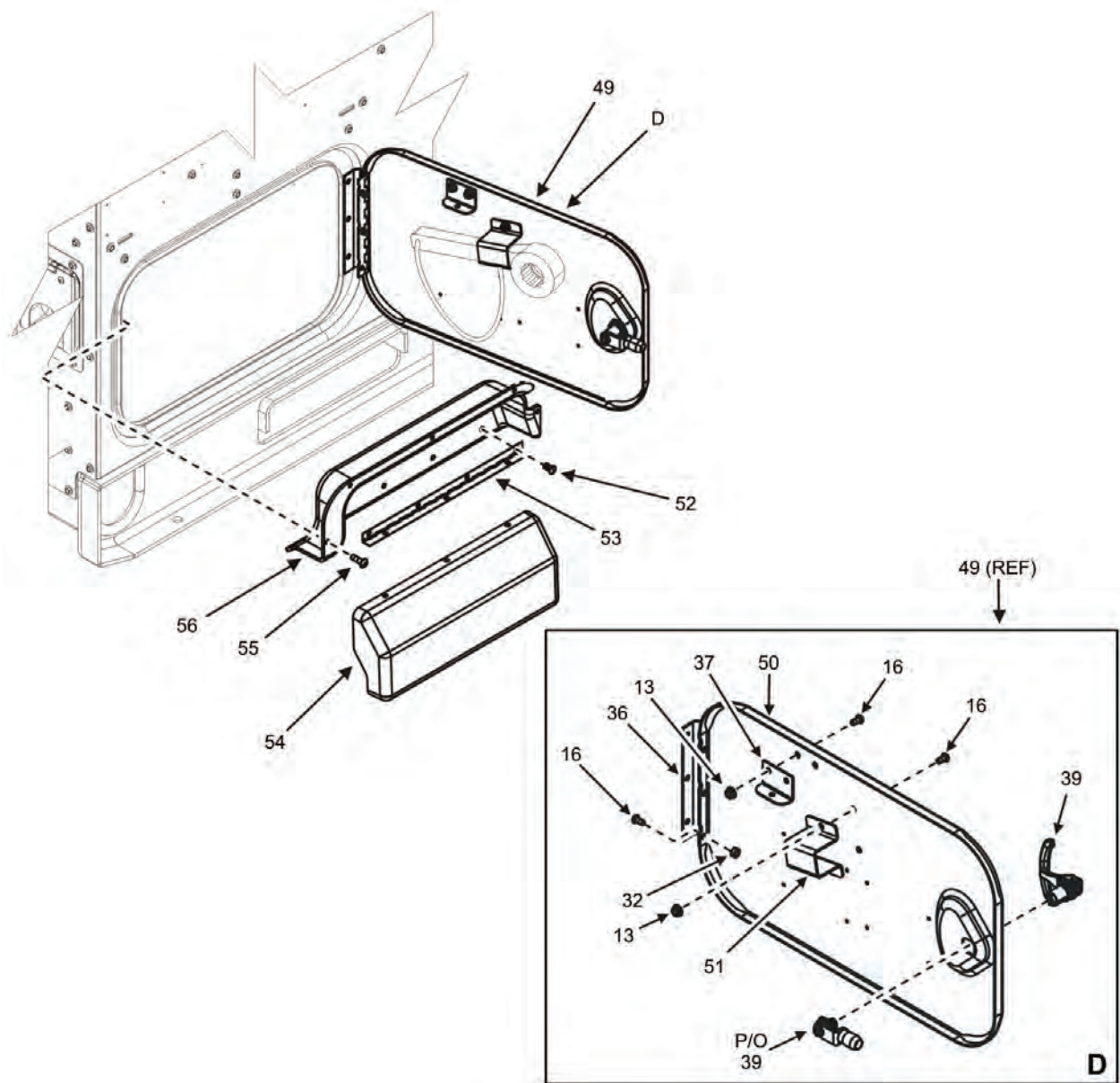


Figure 4. Housing Installation (Sheet 8 of 15).

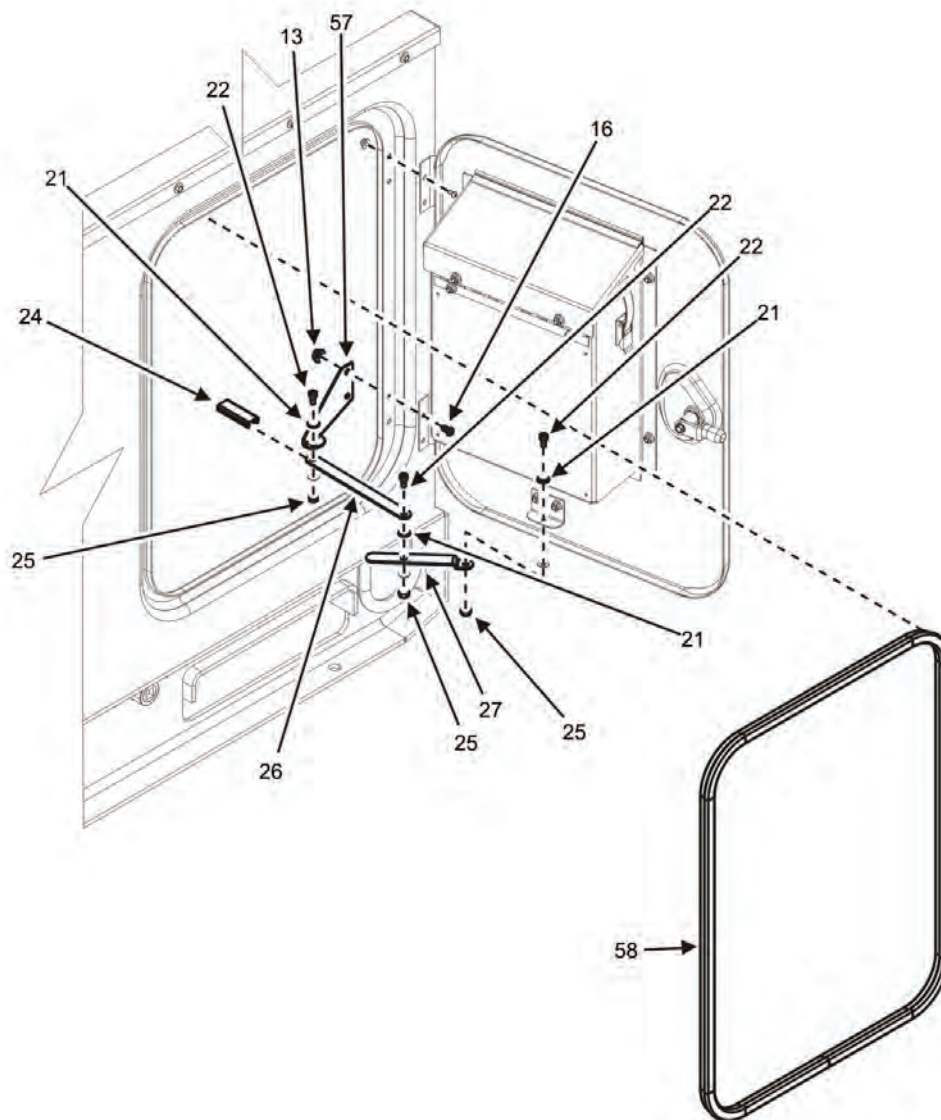


Figure 4. Housing Installation (Sheet 9 of 15).

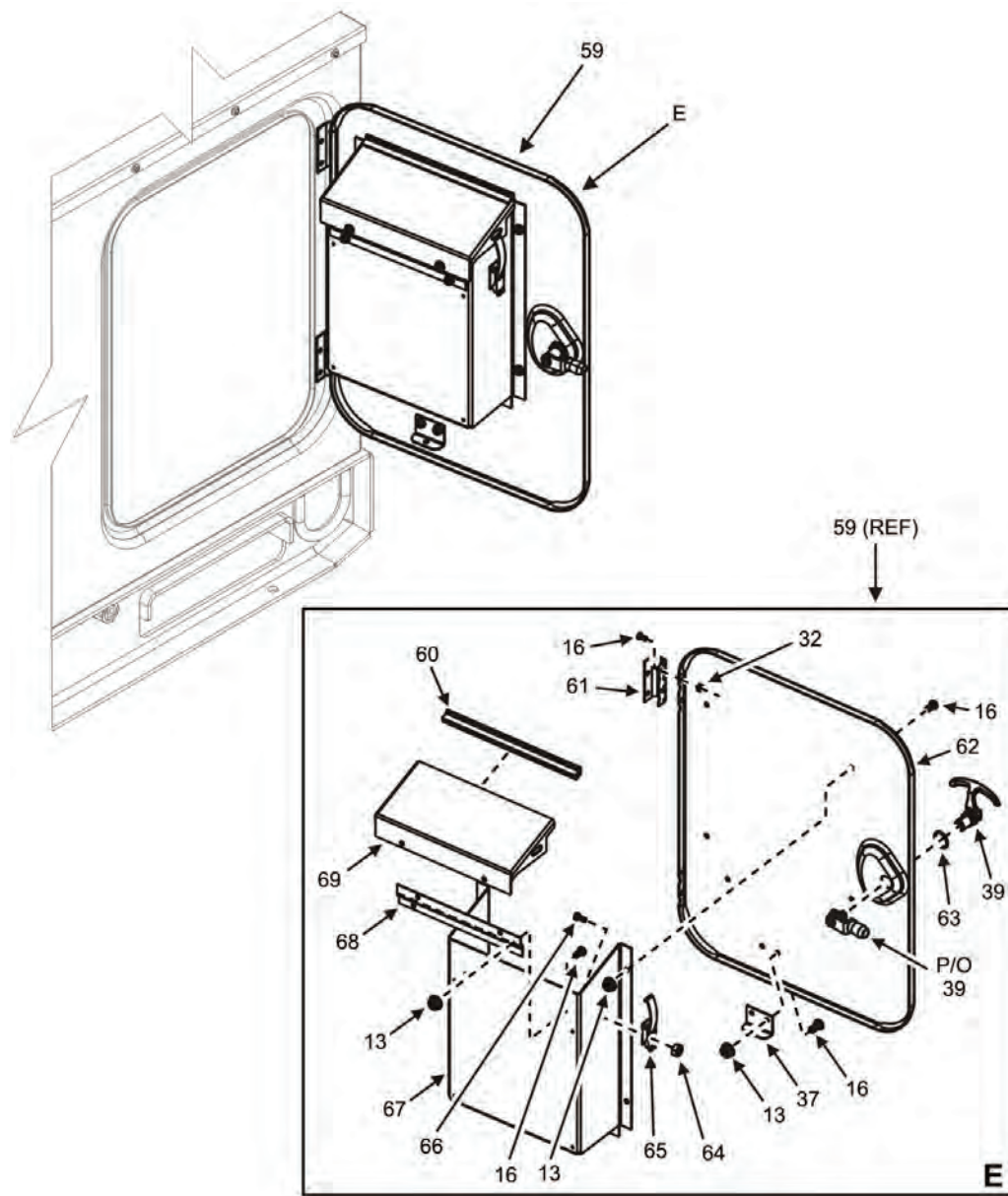


Figure 4. Housing Installation (Sheet 10 of 15).

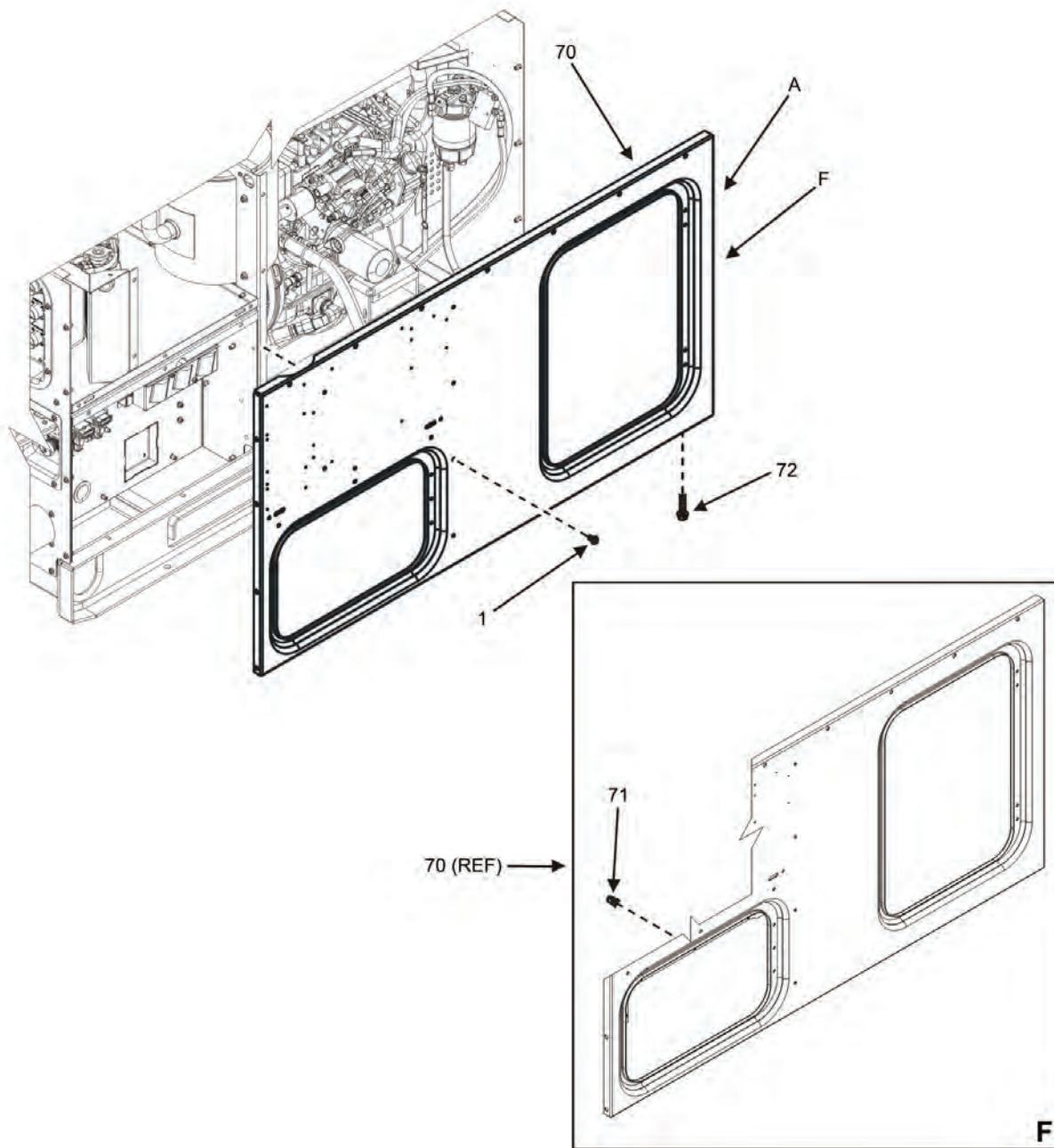


Figure 4. Housing Installation (Sheet 11 of 15).

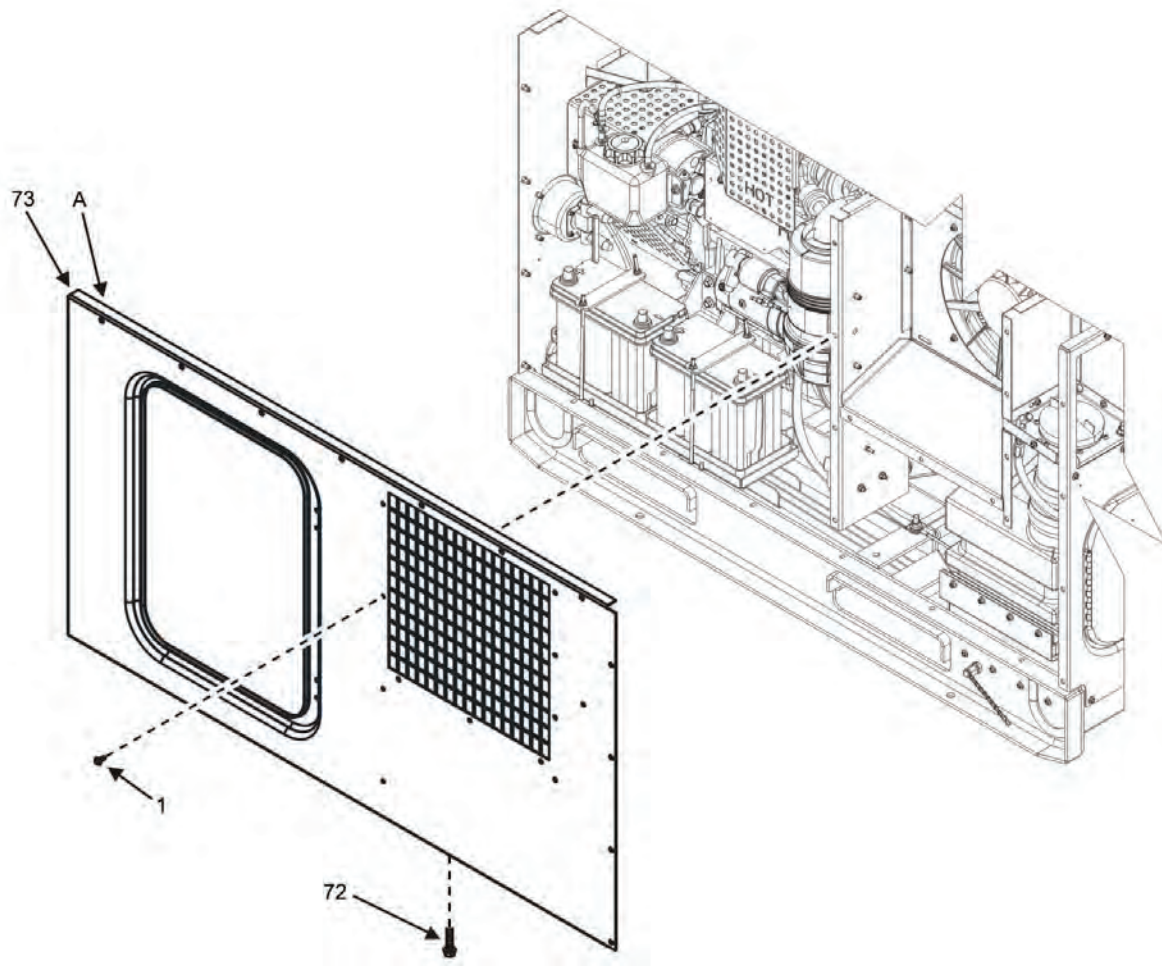


Figure 4. Housing Installation (Sheet 12 of 15).

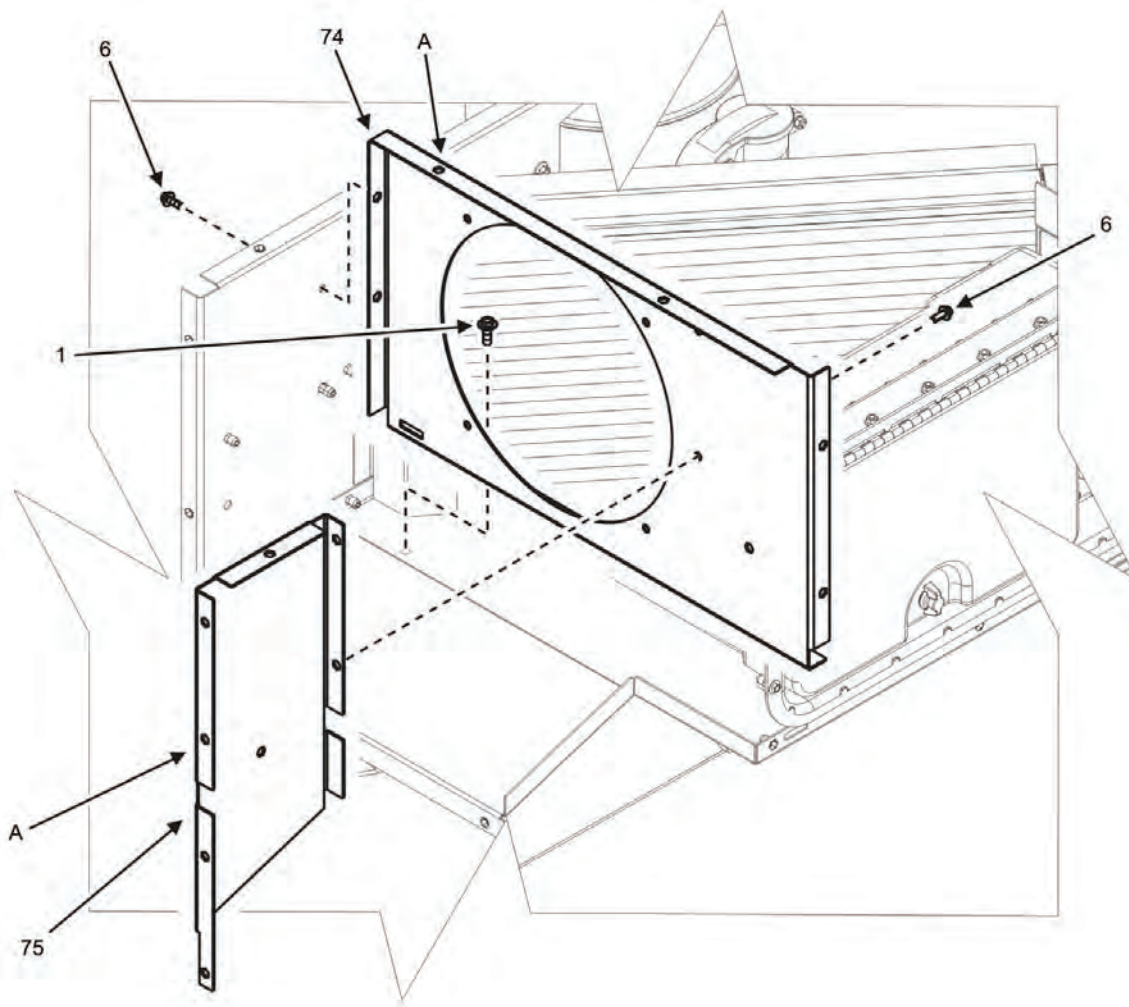


Figure 4. Housing Installation (Sheet 13 of 15).

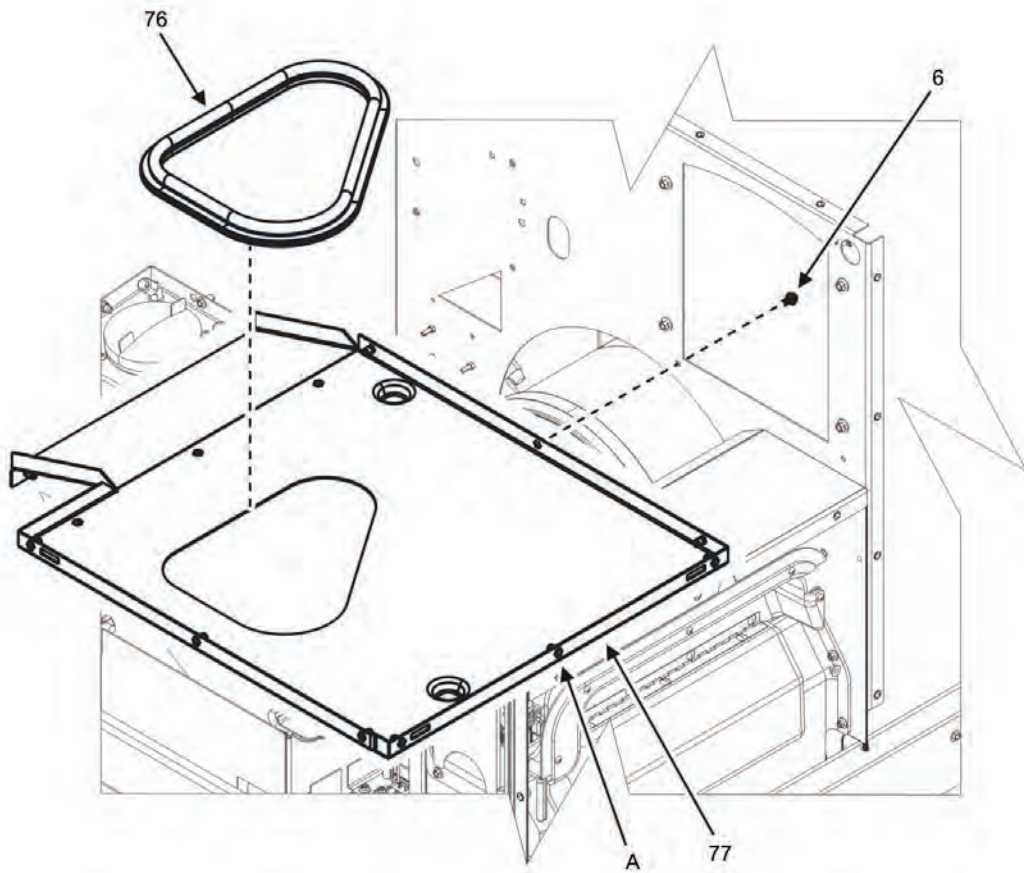


Figure 4. Housing Installation (Sheet 14 of 15).

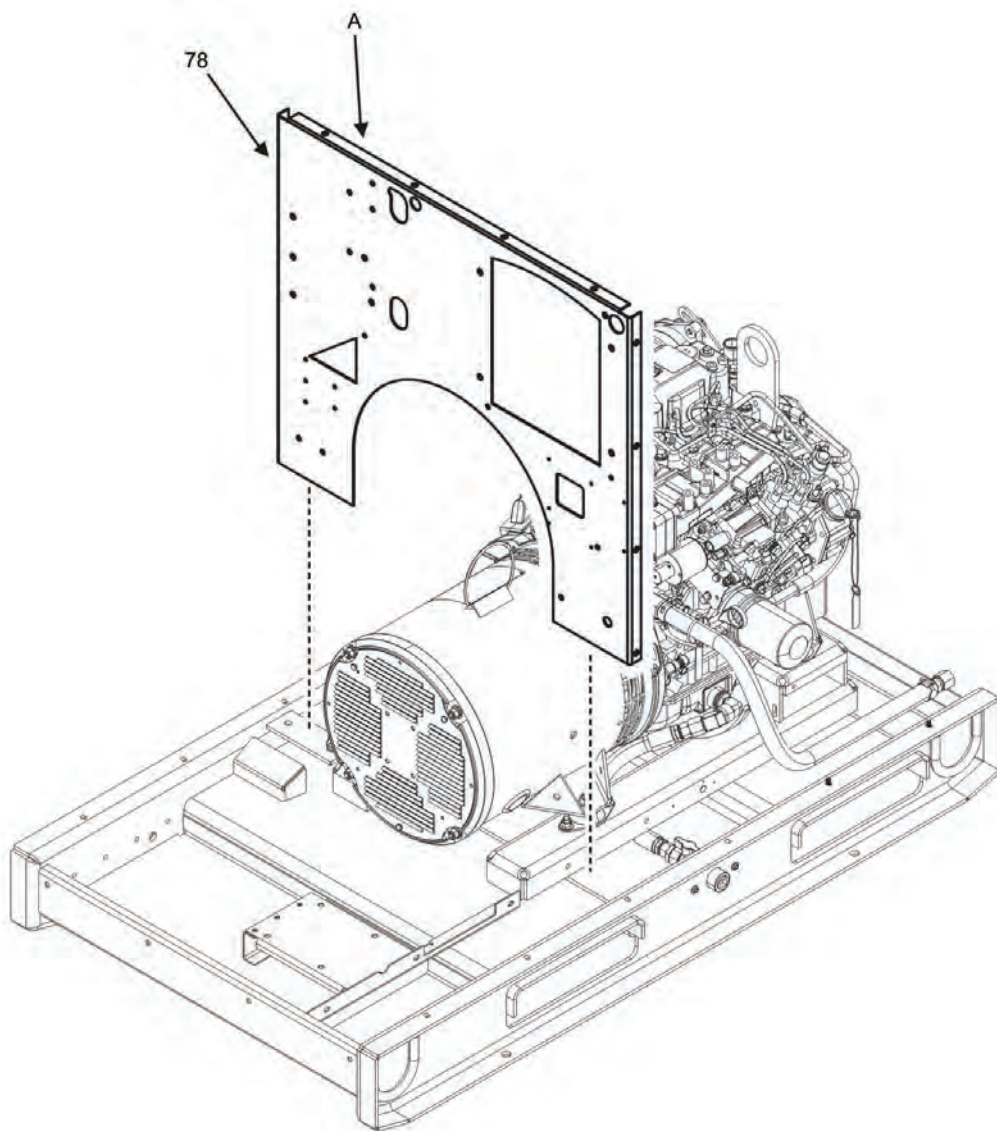


Figure 4. Housing Installation (Sheet 15 of 15).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 02	
								FIG. 4 HOUSING INSTALLATION	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		4M343	44832	.SCREW, FLANGE HEAD	122
2	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20753	.PANEL, TOP	1
3	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21261	.GUARD, HEAT	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015893727	3A2G6	39101-76030	.NUT, PLAIN, CLINCH	99
5	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20940	.DUCT, AIR	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K 42	.SCREW, CAP, HEXAGON, M6	7
7	PAFFF	PAFFF	PAFFF	PAFFF	5340015932737	44940	04-20978	.GUARD, BELT, RH	1
8	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20979	.GUARD, BELT, LH (SEE SHEET 1 FOR PARTS BREAKDOWN)	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21725	.DAMPER, VIBRATION	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21723	.TRAY, CORRUGATED	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21724	.BUMPER	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21733	.WASHER, FLAT	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	.NUT, PLAIN, EXTENDED	50
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5342015932754	44940	04-20747	.DOOR, ACCESS	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015936025	44940	04-20748	.HINGE	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN7380A2-M6X12	.SCREW, CAP, SOCKET HEAD	62
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015899988	S8812	8-325-88	.LATCH	1
18	PAFFF	PAFFF	PAFFF	PAFFF	5340015932765	44940	04-20944	.STRIKE, LATCH	1
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015971394	44940	04-21473	.PANEL, ACCESS	1
20	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20977	.PANEL, ENCLOSURE, FRONT	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW23X06R10MSE4A 31	.WASHER, FLAT	24
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015889321	3A054	90278A331	.SCREW, SHOULDER	12
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015932743	44940	04-21073	.BRACKET, REAR DOOR	1
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ	3040015971148	44940	04-21076	.LINK, DOOR	3
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEN04M508000CX0A36	.NUT, SELF- LOCKING, HEX	12
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4910015893803	44940	04-21074	.BRACE, DOOR STAY, TOP	4
27	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4910015893807	44940	04-21075	.BRACE, DOOR STAY, BOTTOM	4
28	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20282	.PLATE, RETAINER, MOUNTING	1
29	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5365015900371	30554	69-570-2	.BUSHING, SOCK	1
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2920013882776	30554	88-20218	.SLEEVE, TUBE	1
31	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-20872-1	.SEAL, EDGE (MAKE FROM A3921 ON BULK ITEM LIST, CUT TO LENGTH 1390MM +/-5MM)	2
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010800030	61080	2915011007	.NUT, PLAIN, HEXAGON	15
33	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW13X250000GD5A21	.WASHER, LOCK	8

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6145015883447	44940	04-21318-2	.STRAP, GROUNDING	4
35	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-21162	.DOOR, ASSEMBLY	1
36	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015935979	44940	04-20630	..HINGE	2
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015973082	44940	04-21072	..BRACKET, DOOR STAY	4
38	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5342015932753	44940	04-21159	..DOOR, ACCESS	1
39	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015900063	S8812	8-325-82	..LATCH	4
40	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-21153-4	.LEAD, ELECTRICAL	3
41	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001139828	96906	MS25036-148	..TERMINAL, LUG, 12-10 AWG M6	3
42	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-12-65	RING	3
43	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..STRAND, WIRE (CUT TO LENGTH 750 MM +/- 25 MM)	3
44	PAFZZ	PAFZZ	PAFZZ	PAFZZ		00779	130207	..LAMINATE, LABEL COVER	3
45	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20334	..TERMINAL, LUG, 12-10 AWG M10	3
46	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015932744	44940	04-21102	RING	1
47	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5120013738976	30554	88-21146	.PANEL, REAR	1
48	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21322	.BRACKET, OUTPUT BOX	1
49	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20400	DOOR STAY	1
50	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5342015932761	44940	04-20332	.WRENCH, BOX	1
51	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20285	.FIBER ROPE ASSEMBLY	1
52	PAFZZ	PAFZZ	PAFZZ	PAFZZ		09772	354-310102-00-5869	.DOOR, OUTPUT BOX ASSEMBLY	1
53	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015971365	44940	04-20364	..DOOR, OUTPUT BOX	1
54	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5342015932755	44940	04-20369	..BRACKET, WRENCH MOUNTING	1
55	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES46M508016CH2A31	.CLIP	7
56	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015932750	44940	04-21104	.HINGE, GUARD	1
57	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015971380	44940	04-21081	.GUARD, PLASTIC, OUTPUT BOX	1
58	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21748-1	.SCREW, BUTTON HEAD SOCKET	5
59	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20649	.GUARD, PLASTIC, MOUNT	1
60	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21031-4	.BRACKET, LEFT AND RIGHT DOOR STAY	2
61	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015935913	44940	04-20651	.SEAL, EDGE (MAKE FROM RA 007 ON BULK ITEM LIST, CUT TO LENGTH 1850MM+/-5)	2
62	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5342015932760	44940	04-20333	.DOOR, ASSEMBLY, RIGHT AND LEFT	2
63	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21766	..SEAL, EDGE (MAKE FROM A1512 ON BULK ITEM LIST, CUT TO LENGTH 259MM+/-3)	2
								..HINGE	4
								..DOOR, ENCLOSURE	2
								.WASHER, FLAT	2

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
64	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015006541	3L891	40CNFHS	..NUT, PLAIN, HEXAGON	2
65	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340013960454	94222	97-50-170-11	..CATCH, CLAMPING	2
66	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015956003	1MMD1	C-04-21420	..SCREW, MACHINE	2
67	XBFFZ	XBFFZ	XBFFZ	XBFFZ	5340015973073	44940	04-21039	..BOX, TOOL	2
68	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21045	..HINGE, TOOL BOX	2
69	XBFFZ	XBFFZ	XBFFZ	XBFFZ		44940	04-21046	..COVER, BOX, TOOL	2
70	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20340	..PANEL, RIGHT	1
71	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015893734	3A2G6	39101-75030	..NUT, PLAIN, CLINCH	4
72	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A020WB4K42	..SCREW, HEX FLANGE HEAD M6 X 1 X 20	12
73	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-21279	..PANEL, LEFT	1
74	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20883	..DUCT, AIR, FAN	1
75	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20500	..PANEL, SUPPORT	1
76	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21282-1	..SEAL, WEATHER (MAKE FROM A2539 ON BULK ITEM LIST, CUT TO LENGTH 920mm+/- 5)	1
77	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-21179	..PANEL, AIR BAFFLE	1
78	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20908	..CROSSMEMBER, ENCLOSURE	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
DCS INSTALLATION REPAIR PARTS LIST

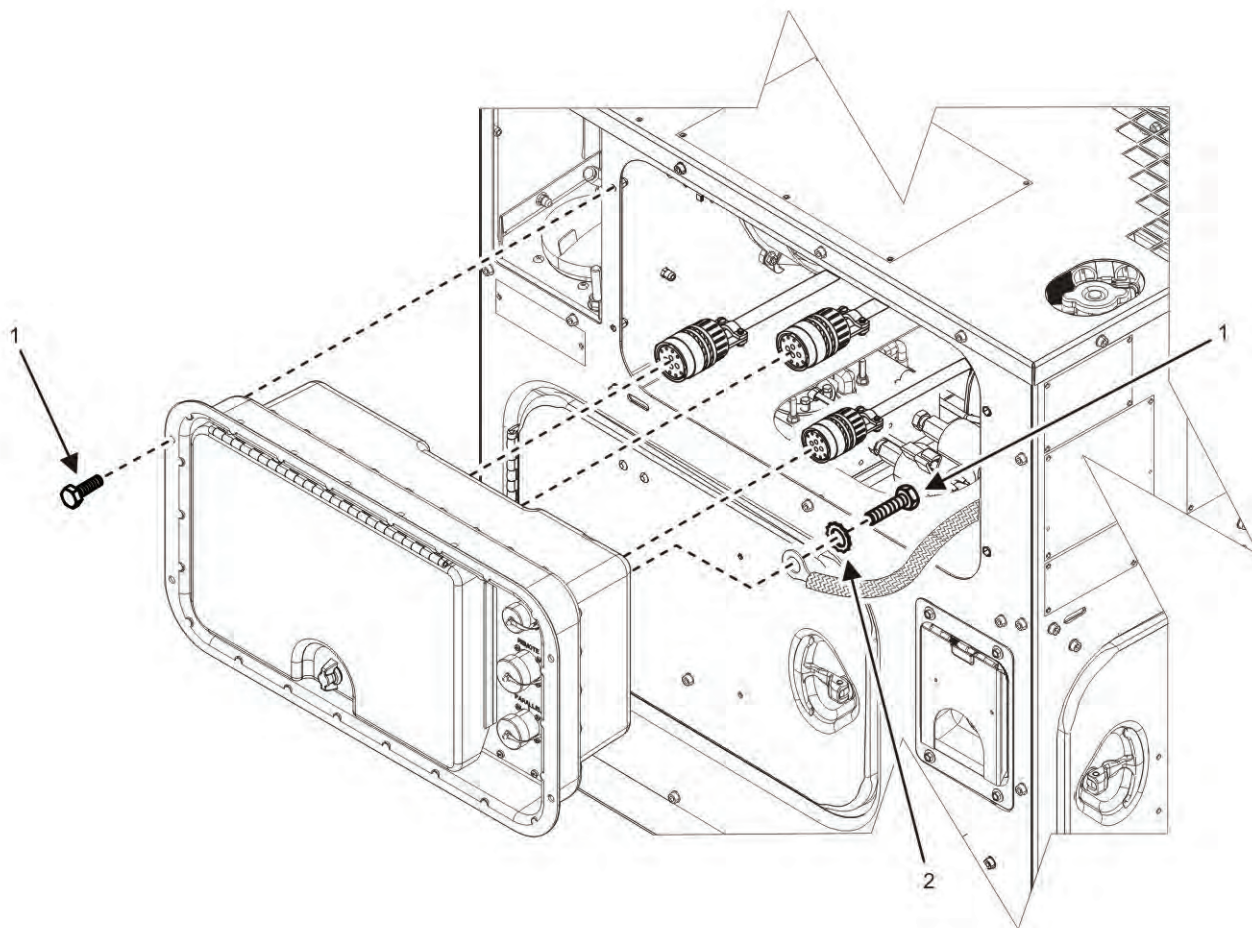


Figure 5. DCS Installation (Sheet 1 of 3).

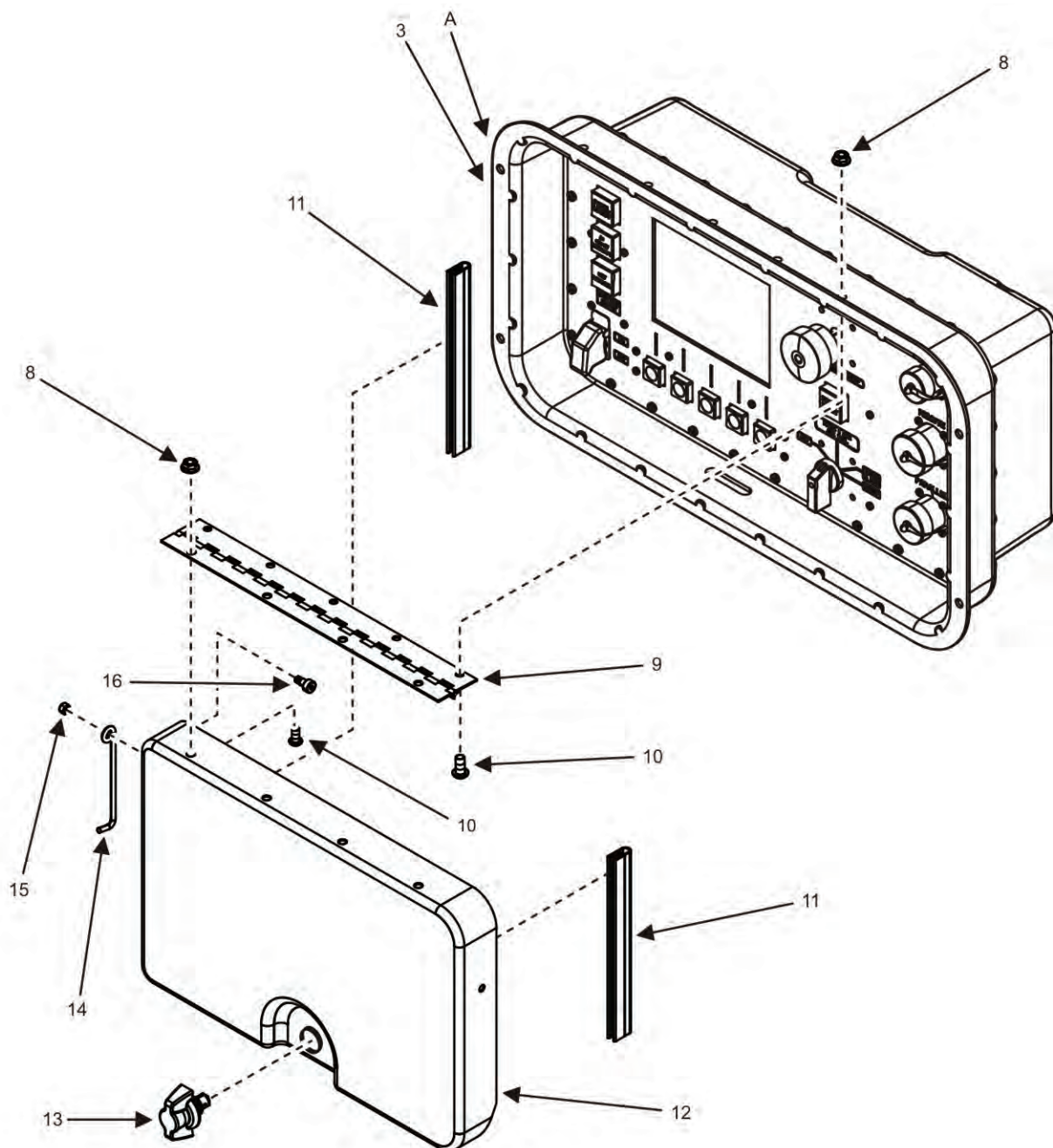


Figure 5. DCS Installation (Sheet 2 of 3).

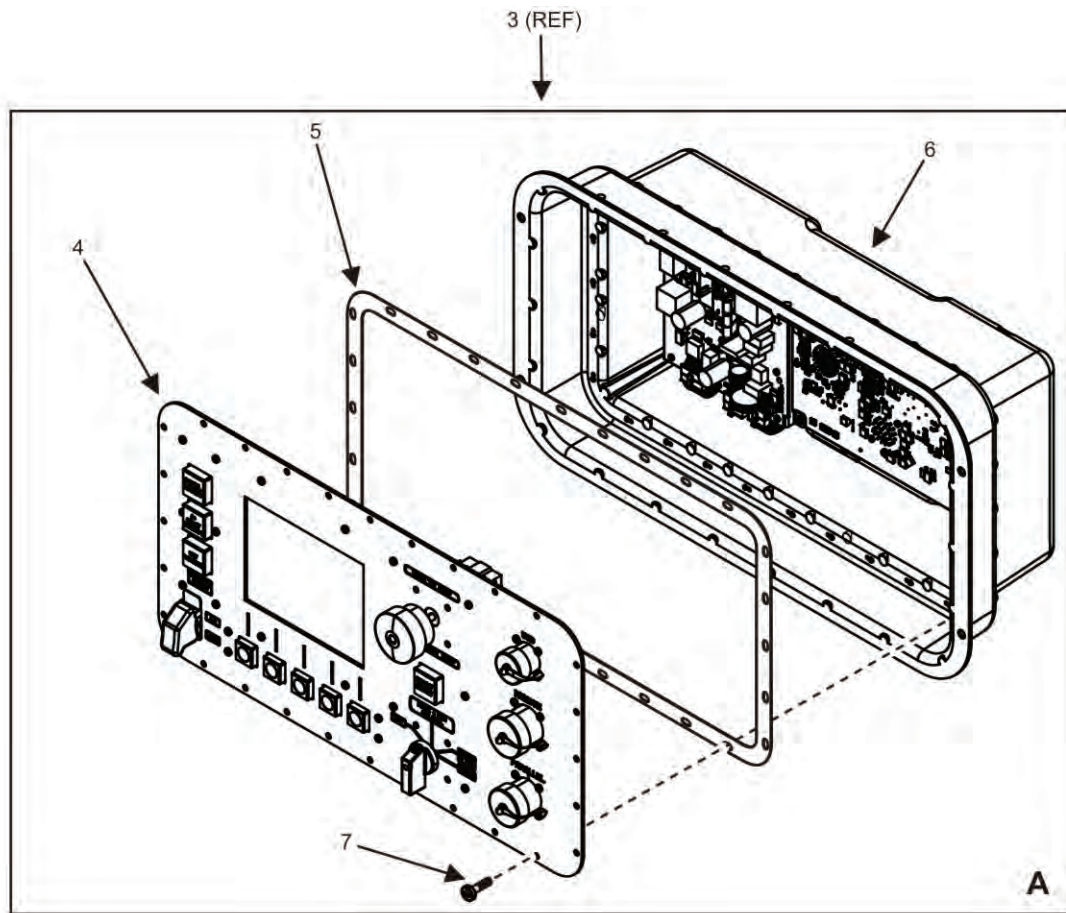


Figure 5. DCS Installation (Sheet 3 of 3).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 03	
								FIG. 5 DCS INSTALLATION	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015921168	44940	AES10M06A020WB4K42	.SCREW, FLANGE HEAD (M6 X 1.0 X 16)	5
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW13X250000GD5A21	.WASHER, LOCK	1
3	PAFHH	PAFHH	PAFFF	PAFFF	6115015884725	44940	04-20442	.CONTROL BOX ASSEMBLY	1
4	XBFHH	XBFHH	XBFFF	XBFFF		44940	04-20414	..PANEL ASSEMBLY, DCS CONTROL (SEE FIGURE 6 FOR PARTS BREAKDOWN)	1
5	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5330015971378	44940	04-21569	..GASKET, CONTROL BOX	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
6	XBFHH	XBFHH	XBFFF	XBFFF		44940	04-20424	..ENCLOSURE ASSEMBLY, DCS (SEE FIGURE 7 FOR PARTS BREAKDOWN)	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015956147	1MMD1	C-04-21421	..SCREW	28
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	.NUT (M6 X 1)	9
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015971379	44940	04-20399	.HINGE	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN7380A2-M6X12	.SCREW (M6 X 12)	9
11	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21031-5	.SEAL, EDGE (MAKE FROM A1512 ON BULK ITEMS LIST CUT TO LENGTH 174 MM +/- 3 MM)	2
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015971375	44940	04-20313	.DOOR	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015899988	S8812	8-325-88	.LATCH	1
14	XBFFZ	XBFFZ	XBFFZ	XBFFZ		44940	04-20880	.BRACKET, SUPPORT	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEN045M508000CX0A36	.NUT, LOCK	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015889321	3A054	90278A331	.SCREW, SHOULDER (M5 X 0.8 X 12)	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
DCS CONTROL PANEL ASSEMBLY REPAIR PARTS LIST

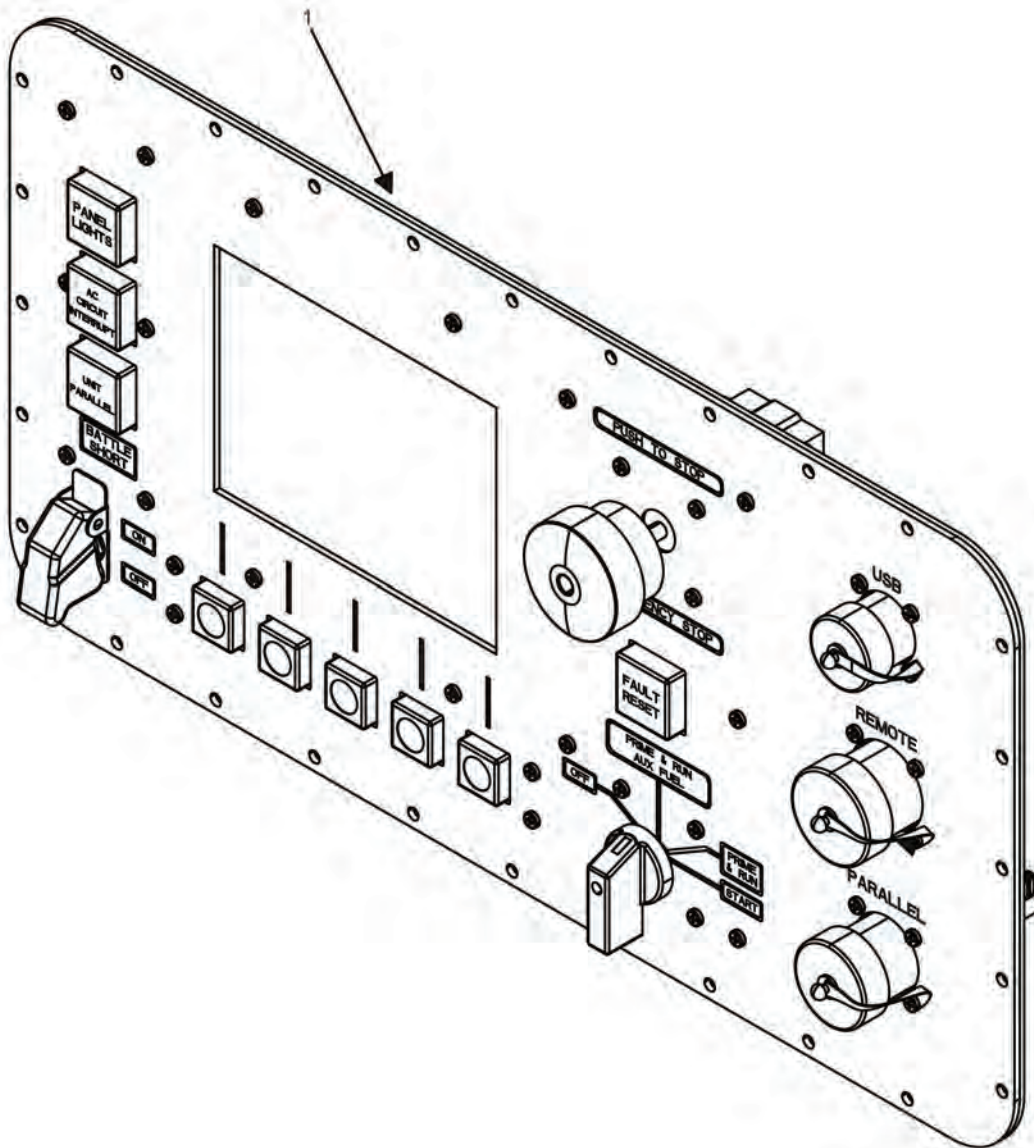


Figure 6. DCS Control Panel Assembly (Sheet 1 of 6).

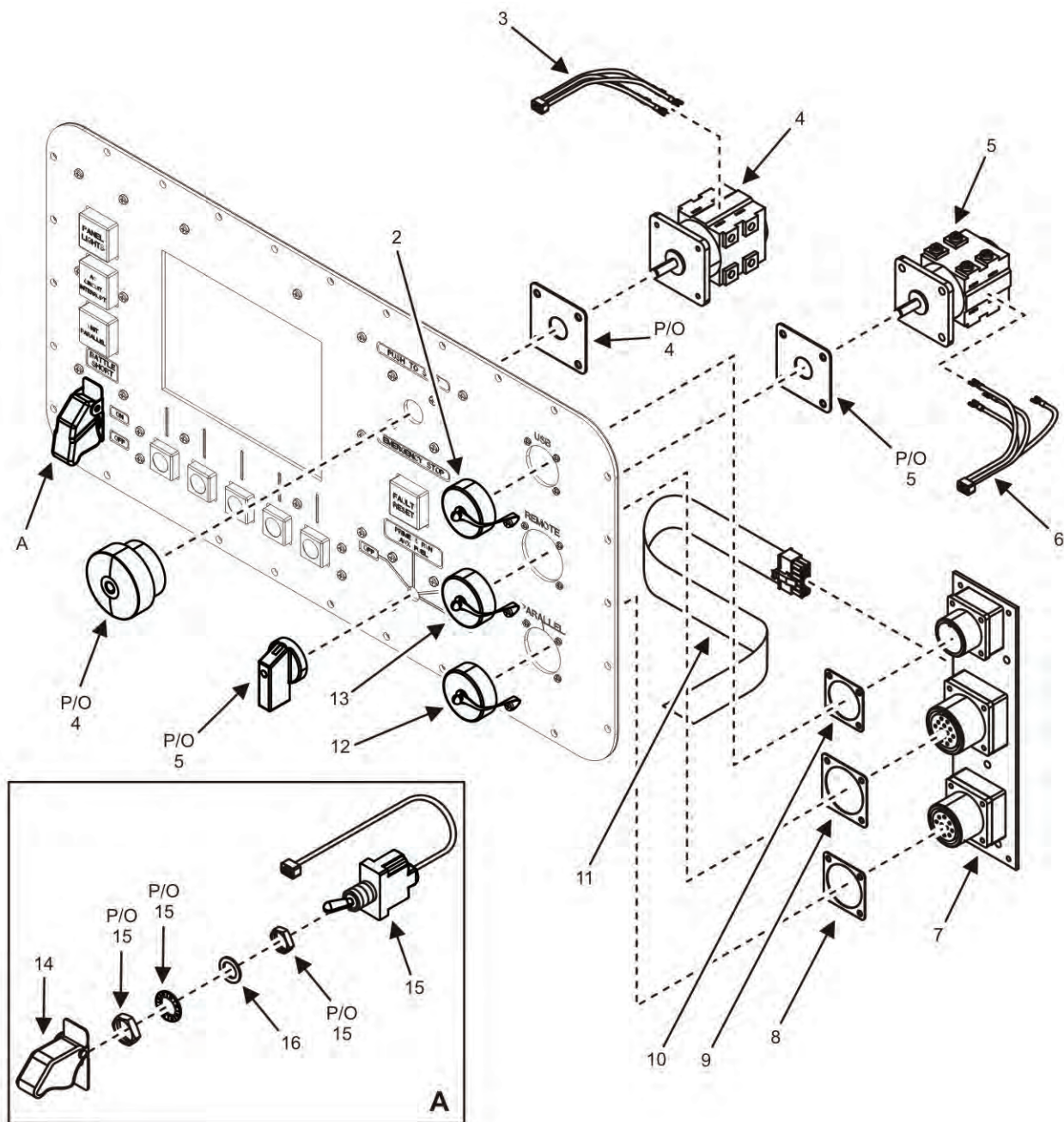


Figure 6. DCS Control Panel Assembly (Sheet 2 of 6).

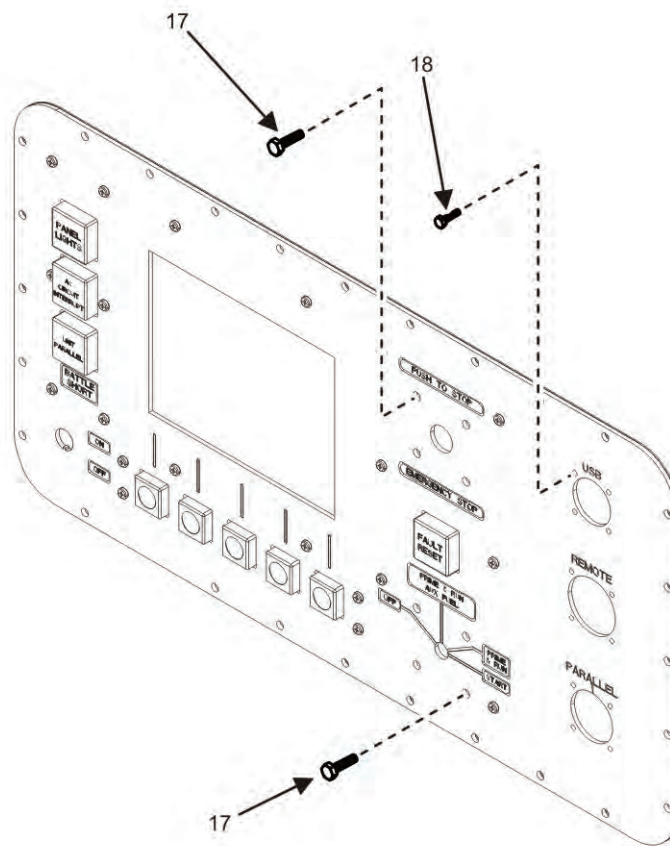


Figure 6. DCS Control Panel Assembly (Sheet 3 of 6).

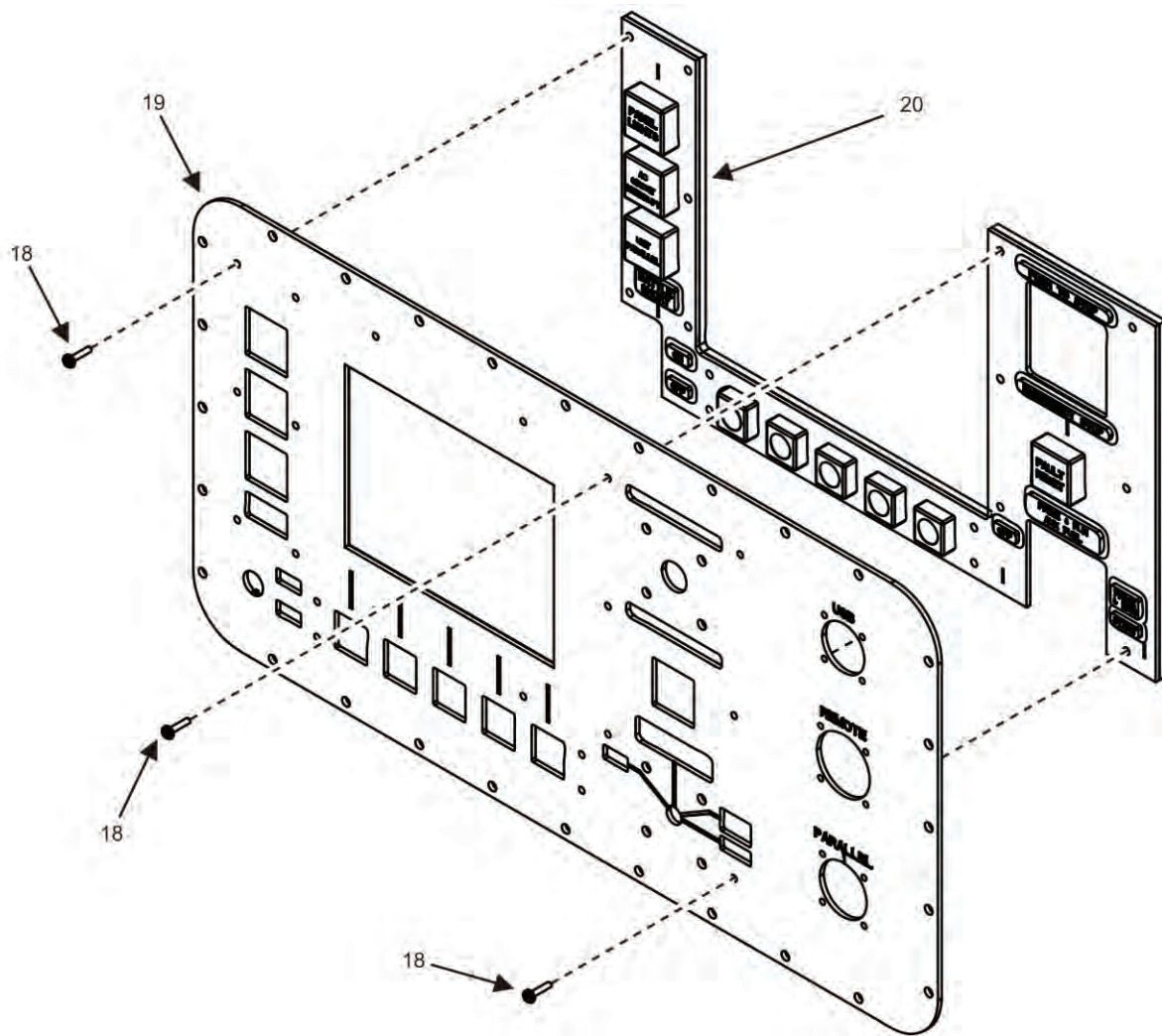


Figure 6. DCS Control Panel Assembly (Sheet 4 of 6).

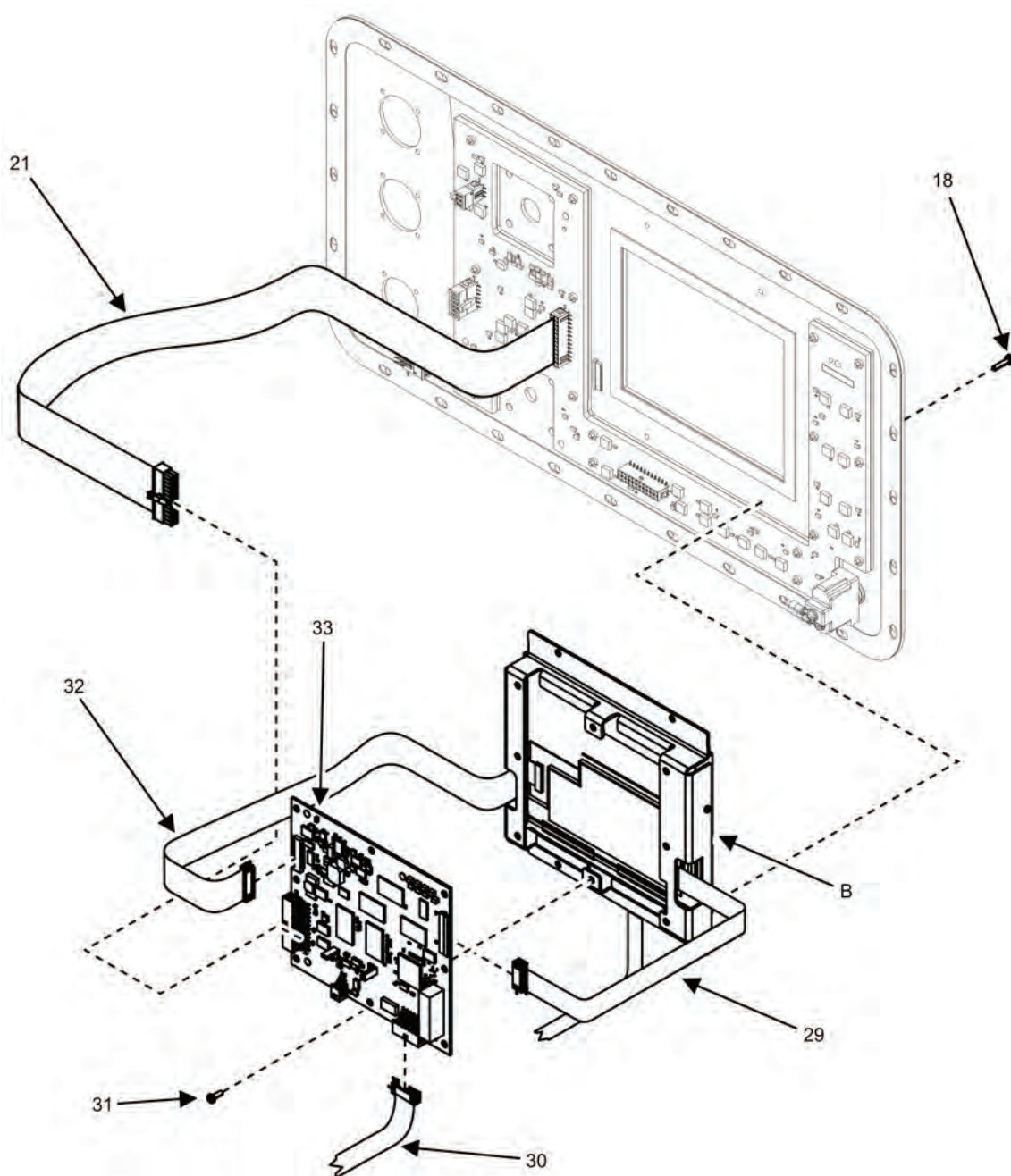


Figure 6. DCS Control Panel Assembly (Sheet 5 of 6).

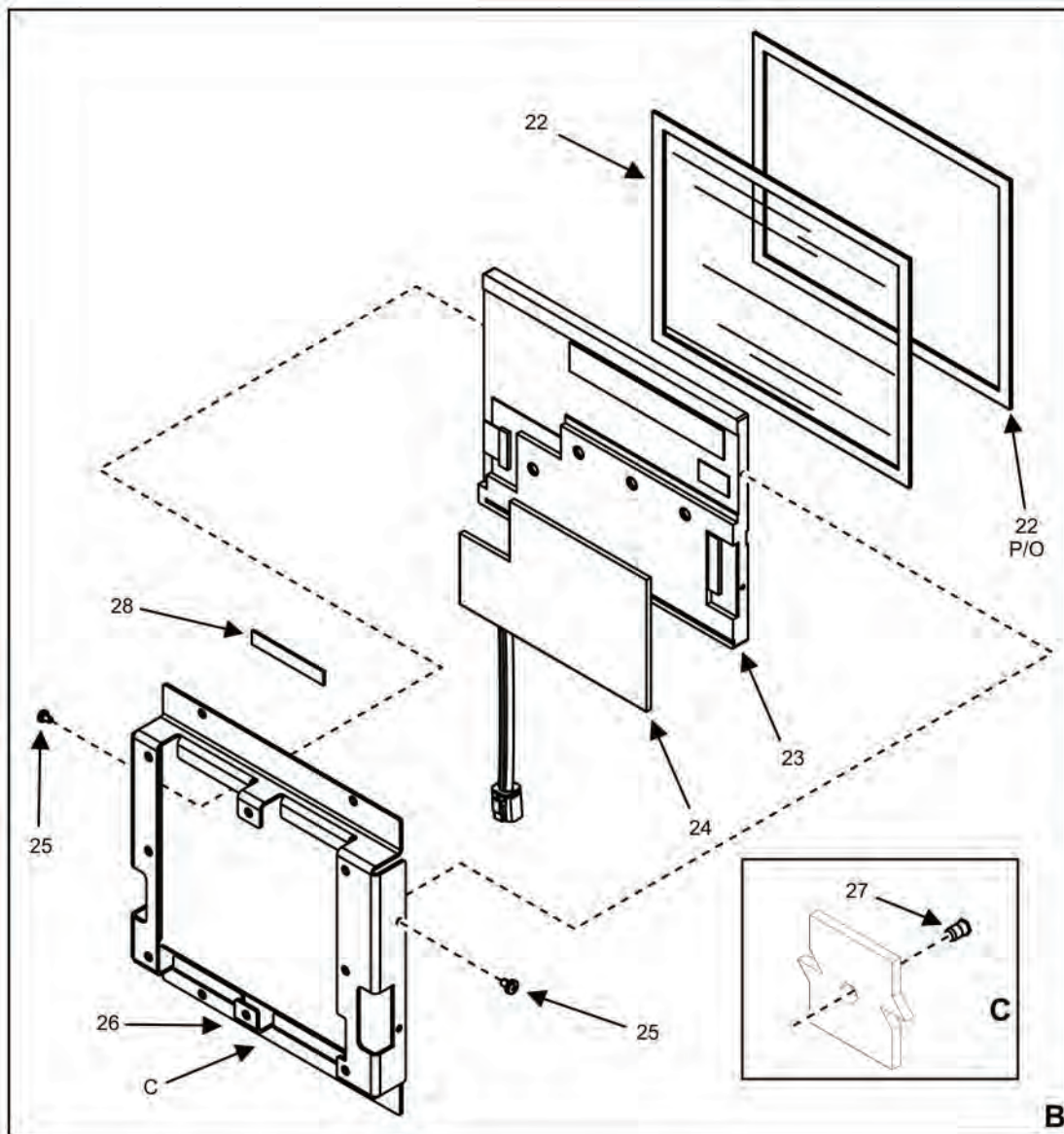


Figure 6. DCS Control Panel Assembly (Sheet 6 of 6).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0301	
								FIG. 6 DCS CONROL PANEL ASSEMBLY	
1	XBFFH	XBFFH	XBFFF	XBFFF		44940	04-20414	..PANEL ASSEMBLY, DCS CONTROL	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	MS25043-16DA	..CAP	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6150015885621	44940	04-20422	..CABLE ASSEMBLY, EMERGENCY STOP SWITCH	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5930015905539	10983	DKR12 US0094*02EA	..SWITCH, EMERGENCY STOP (INCLUDES GASKET, MOUNTING SCREWS, AND KNOB)	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5930015875396	10983	DHR12 US9206*01EF1SWITCH, ENGINE CONTROL (INCLUDES GASKET, MOUNTING SCREWS, AND KNOB)	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6150015885606	44940	04-20421	..CABLE ASSEMBLY, ENGINE CONTROL SWITCH	1
7	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5935015887131	44940	A026D375	..CARD, CONTROL CONNECTOR	1
8	PAFZZ	PAFZZ	PAHZZ	PAHZZ	5330015956467	37GZ4	A026J180	..GASKET	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015894656	37GZ4	A026J182	..GASKET	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015956168	37GZ4	A026J177	..GASKET	1
11	PAHZZ	PAHZZ	PAFZZ	PAFZZ	6150015886024	44940	04-20441	..CABLE ASSEMBLY (J203 TO J304)	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015901601	44940	MS25043-18DW	..CAP	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	MS25043-20DA	..CAP	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5930006156731	96906	MS25224-1	..GUARD, SWITCH	1
15	PAFFF	PAFFF	PAFZZ	PAFZZ	5930015894070	44940	04-20385	..SWITCH, BATTLESORT	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015935320	5P209	60225	..RING, SEALING	1
17	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5305015961447	44940	04-21701	..SCREW, THREAD- FORMING PANHEAD (10-16 TYPE B)	8
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21625	..SCREW, PAN HEAD (4-40 UNC X 0.5)	46
19	XBHZZ	XBHZZ	XBHZZ	XBHZZ		44940	04-20181	..PANEL, CONTROL	1
20	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5915015971364	44940	04-21242	..MEMBRANE ASSEMBLY	1
21	PAHZZ	PAHZZ	PAFZZ	PAFZZ	6150015885631	44940	04-21058	..CABLE ASSEMBLY (J201 TO J404)	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
22	PAHZZ	PAHZZ	PAHZZ	PAHZZ	6110015859960	3SZW3	A026F088	..PANEL, CONTROL, LCD GLASS (INCLUDES GASKET)	1
23	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5980015873102	SCR39	NL6448BC20-21C	..DISPLAY, LCD	1
24	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5340015894472	79221	A026G053	..HEATER, PANEL (INCLUDES CABLE)	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN7985-M2X3	..SCREW, PAN HEAD (M2 X 3.0)	4
26	XBHHH	XBHHH	XBFFF	XBFFF		44940	04-20969	..BRACKET, MOUNTING	1
27	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5310003382255	81349	M45938-1-4C	...NUT, PLAIN, CLINCH	12
28	PCFZZ	PCFZZ	PAHZZ	PAHZZ	5330015876259	44940	04-21204	..GASKET	4
29	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5935015885541	44940	04-20411	.CABLE ASSEMBLY, DISPLAY COMMUNICATION (LCD DISPLAY TO J402)	1
30	PAHZZ	PAHZZ	PAFZZ	PAFZZ	6150015884000	44940	04-20437	.CABLE ASSEMBLY J104 TO J403	1
31	PAFZZ	PAFZZ	PAHZZ	PAHZZ		44940	AESF5C112312WA2A26	.SCREW, PAN HEAD (4-40 UNC X 0.31)	8
32	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5935015885600	44940	04-20412	.CABLE, ASSEMBLY DISPLAY BACKLIGHT (LCD DISPLAY TO J401)	1
33	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5998015887279	44940	A026D370	.CARD, CONTROL, DISPLAY	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
DCS ENCLOSURE ASSEMBLY REPAIR PARTS LIST

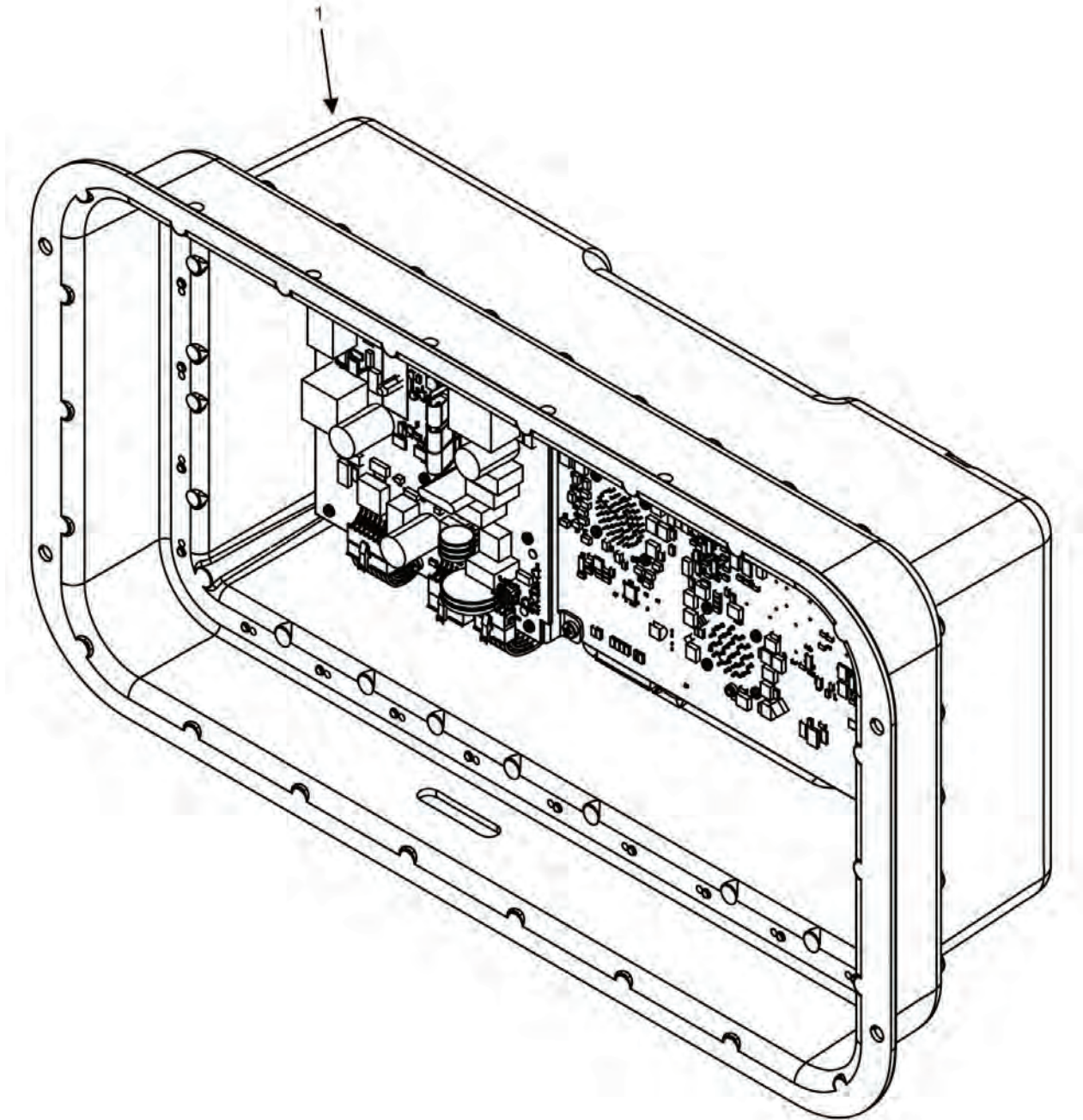


Figure 7. DCS Enclosure Assembly (Sheet 1 of 3).

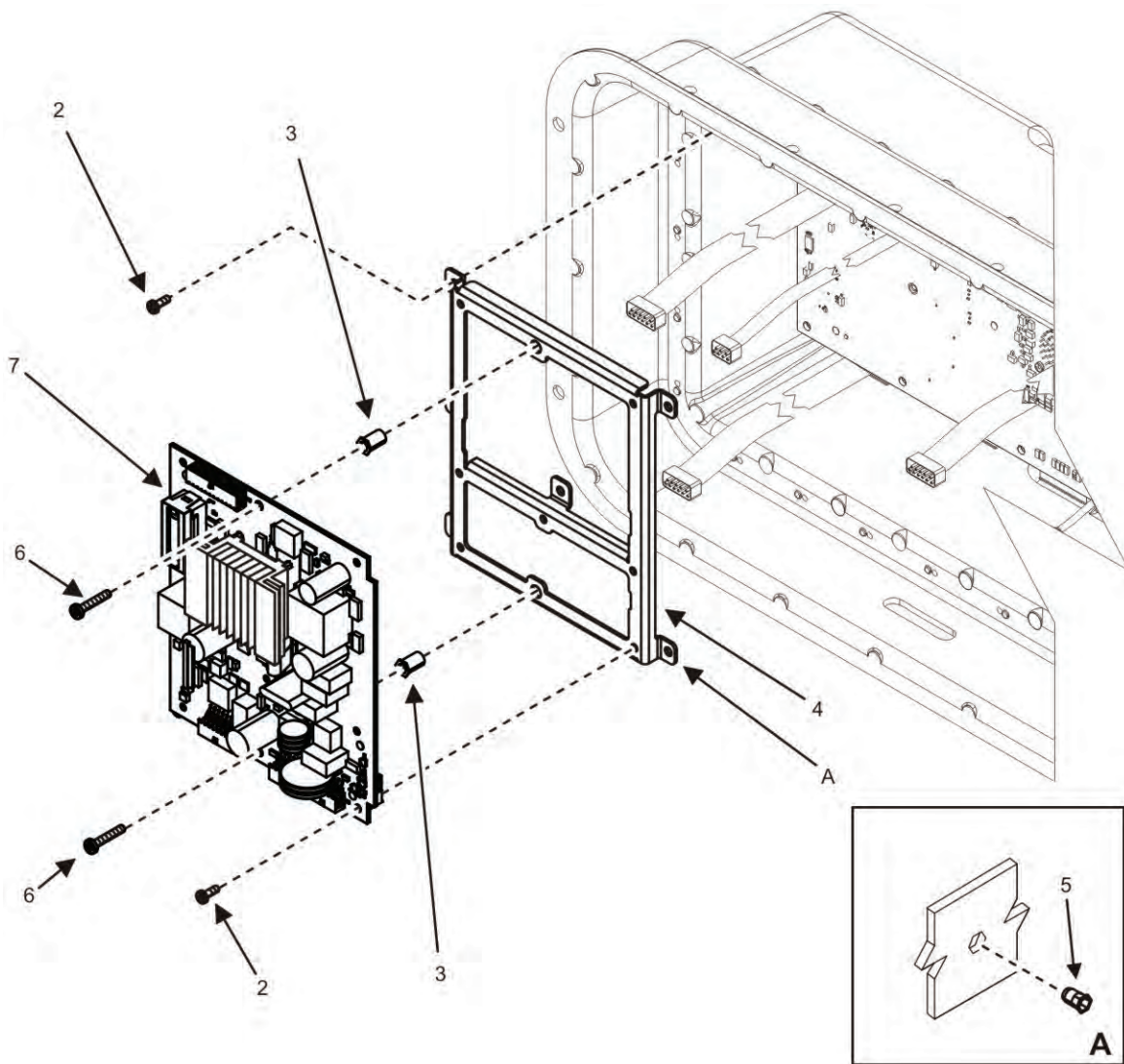


Figure 7. DCS Enclosure Assembly (Sheet 2 of 3).

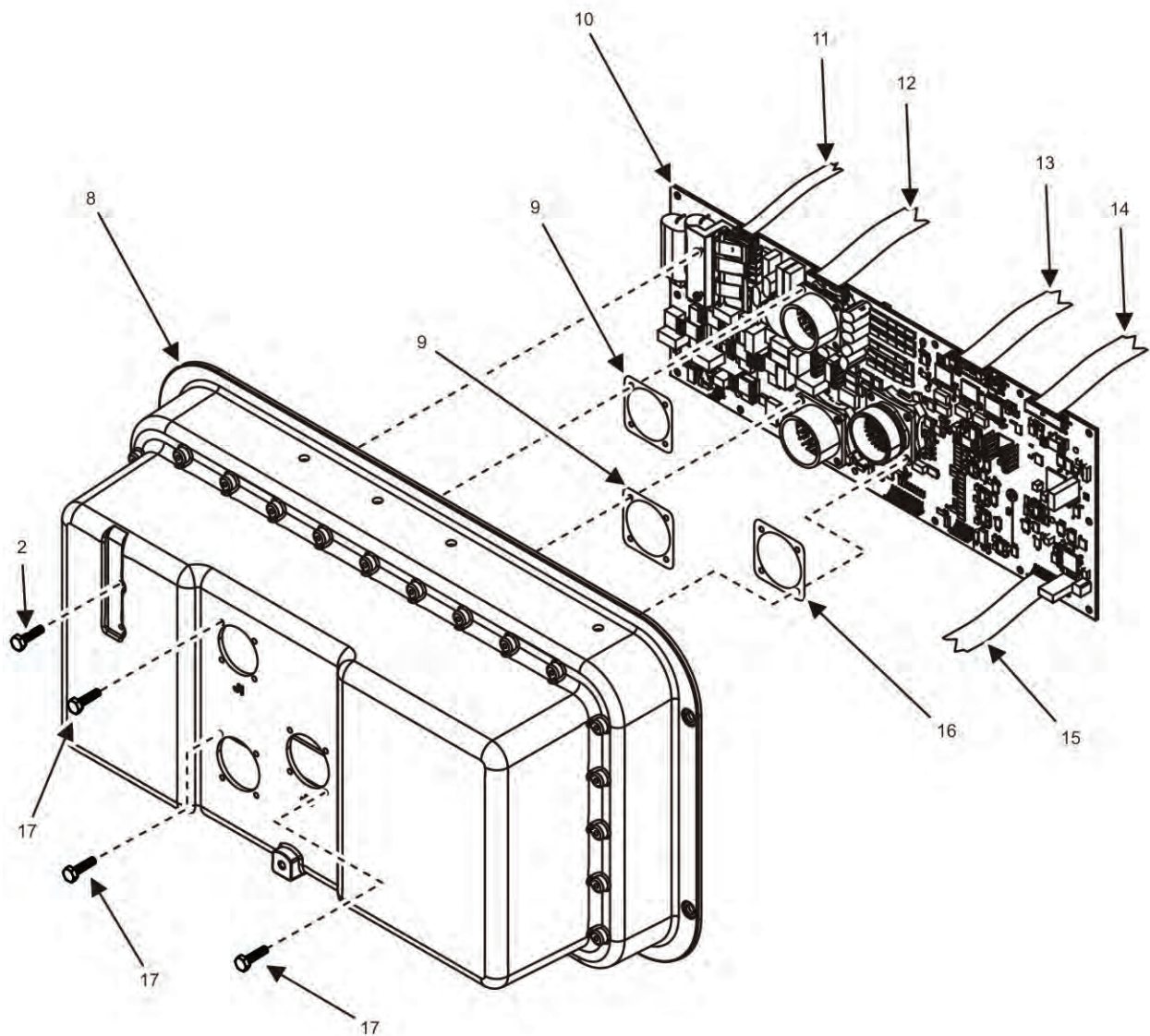


Figure 7. DCS Enclosure Assembly (Sheet 3 of 3).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
							GROUP 0302	
							FIG. 7 DCS ENCLOSURE ASSEMBLY	
1	XBFHH	XBFHH	XBFFF	XBFFF	44940	04-20424	.DCS ENCLOSURE ASSEMBLY	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015956003	MMD1C	..SCREW, LOCKING, PAN HEAD (M4 X 10)	12
3	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5340015883111	46384	SOS-85.1-12 ..STAND OFF	2

4	XBHHH	XBHHH	XBFFF	XBFFF		44940	04-21402	..BRACKET	1
5	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5310003382255	81349	M45938-1-4C	...NUT, PLAIN, CLINCH	7
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015956010	44940	04-21422	..SCREW, PAN HEAD (M4 X 22)	2
7	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5998015887145	44940	A026D949	..CARD, CONTROL, POWER	1
8	XBHZZ	XBHZZ	XBFZZ	XBFZZ		44940	04-20650	..BOX, CONTROL	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015900070	37GZ4	A026E709	..GASKET	2
10	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5998015877618	44940	A026F215	..CARD, CONTROL, MAIN	1
11	PAHZZ	PAHZZ	PAHZZ	PAHZZ	6150015885253	44940	04-20439	..CABLE ASSEMBLY J17 TO J305	1
12	PAHZZ	PAHZZ	PAHZZ	PAHZZ	6150015885103	44940	04-20438	..CABLE ASSEMBLY J15 TO J202	1
13	PAHZZ	PAHZZ	PAFZZ	PAFZZ	6150015883995	44940	04-20436	..CABLE, ASSEMBLY (J9 TO J101)	1
14	PAHZZ	PAHZZ	PAFZZ	PAFZZ	6150015883992	44940	04-20434	..CABLE, ASSEMBLY (J13 TO J103)	1
15	PAHZZ	PAHZZ	PAFZZ	PAFZZ	6150015883988	44940	04-20435	..CABLE, ASSEMBLY (J11 TO J102)	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015956135	37GZ4	A026E707	..GASKET	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21626	..SCREW (6-32)	12
END OF FIGURE									

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
INTAKE AIR INSTALLATION REPAIR PARTS LIST**

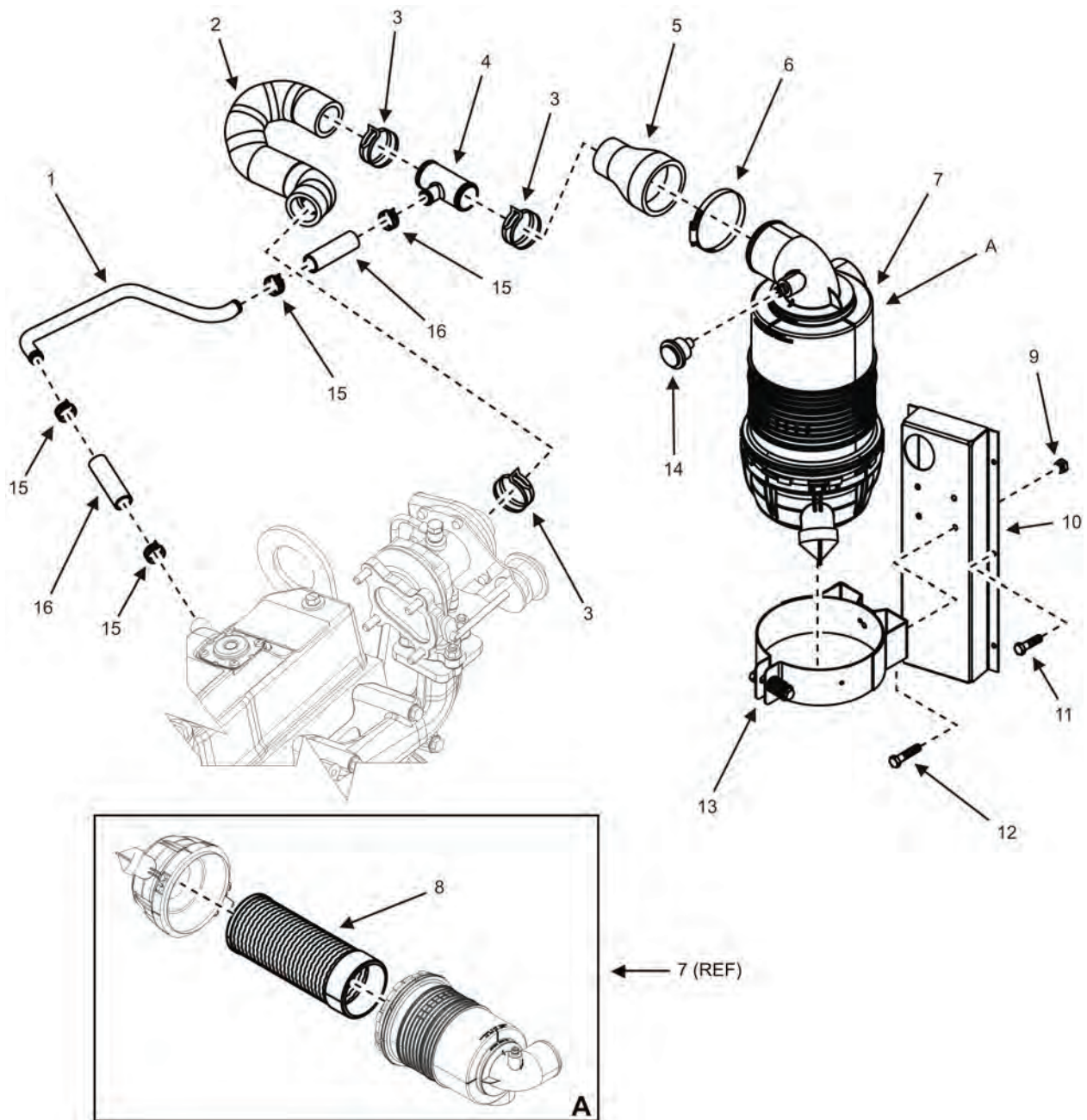


Figure 8. Intake Air Installation.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 04	
								FIG. 8 INTAKE AIR INSTALLATION	
1	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20750	.TUBE, BREATH	1
2	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015942383	44940	04-20739	.HOSE, AIR	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015955757	44940	SAEJ1508CTB-55	.CLAMP, TYPE CTB	3
4	XBFZZ	XBFZZ	XBFZZ	XBFZZ		OAK42	129009-03050	...JOINT, BREATH	1
5	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015942329	44940	04-20738	.HOSE, AIR	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAE1508F56	.CLAMP	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		33457	AH0883000	.AIR CLEANER, 5-INCH (INCLUDES ITEM 8, ELEMENT, AIR FILTER)	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4310015959169	33457	AF26168	...ELEMENT, AIR FILTER	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M8	.NUT, HEX FLANGE M8 X 1.25	2
10	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20722	.BRACKET, AIR CLEANER	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K42	.SCREW, HEX FLANGE HEAD M6 X 1 X 16	4
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B020WB4K42	.SCREW, HEX FLANGE HEAD M8 X 1.25 X 20	2
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015959114	33457	3918198S	.CLAMP, AIR CLEANER	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4330015923418	33457	Q06557A-10	.INDICATOR, SERVICE AIR CLEANER	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ1508CTB-30	.CLAMP, TYPE CTB	4
16	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015942259	44940	04-20751	.HOSE, BREATH	2
								19MM ID X 80MM	
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
EXHAUST INSTALLATION REPAIR PARTS LIST**

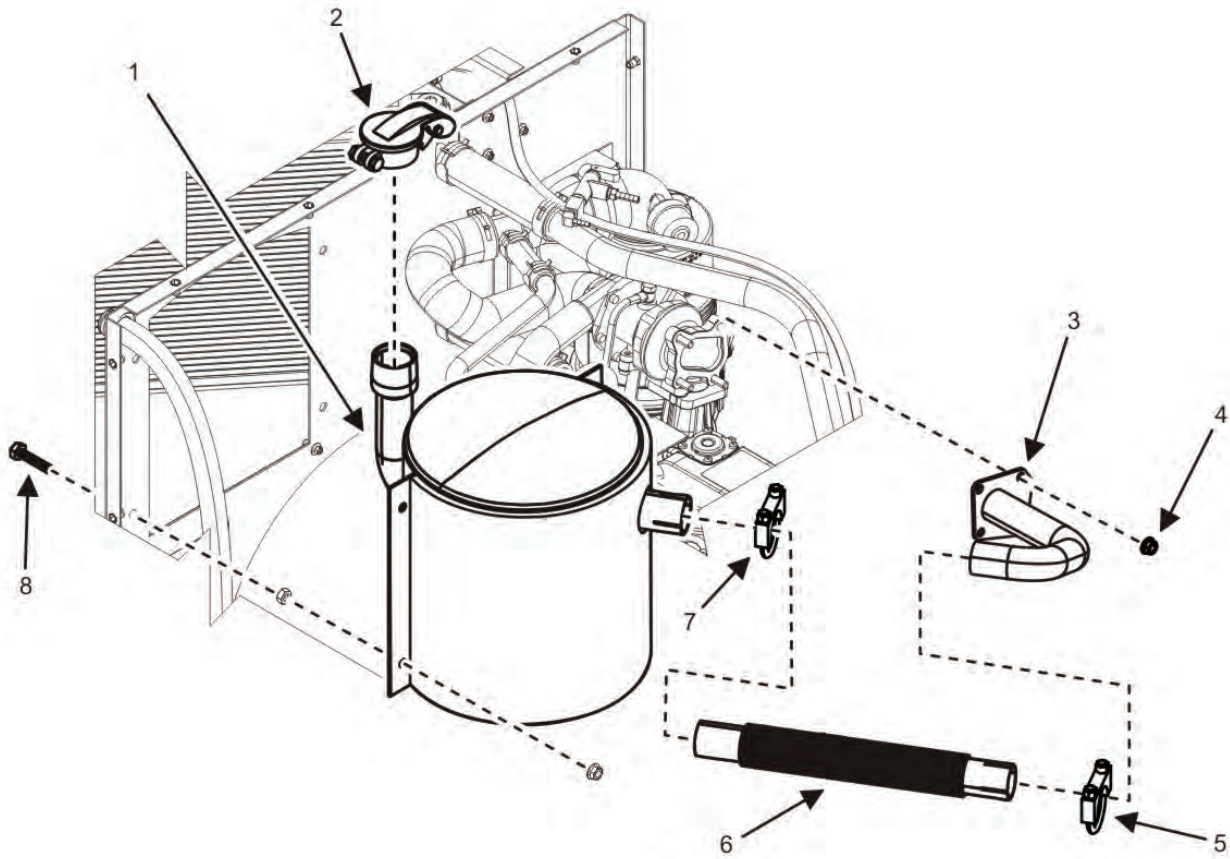


Figure 9. Exhaust Installation.

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 05	
								FIG. 9 EXHAUST INSTALLATION	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		4NUL7	202230A	.MUFFLER	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015935321	4JTC3	55X	.CAP, RAIN EXHAUST	1
3	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20998	.ELBOW, EXHAUST	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M8	.NUT, HEX FLANGE M8	12
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015938291	14934	PC150A1	.CLAMP, LOOP	1
6	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20721	.PIPE, EXHAUST	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015894100	14934	PC163A1	.CLAMP, LOOP	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B025WB4K 42	.SCREW, HEX FLANGE HEAD M8	4
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
COOLING SYSTEM INSTALLATION REPAIR PARTS LIST

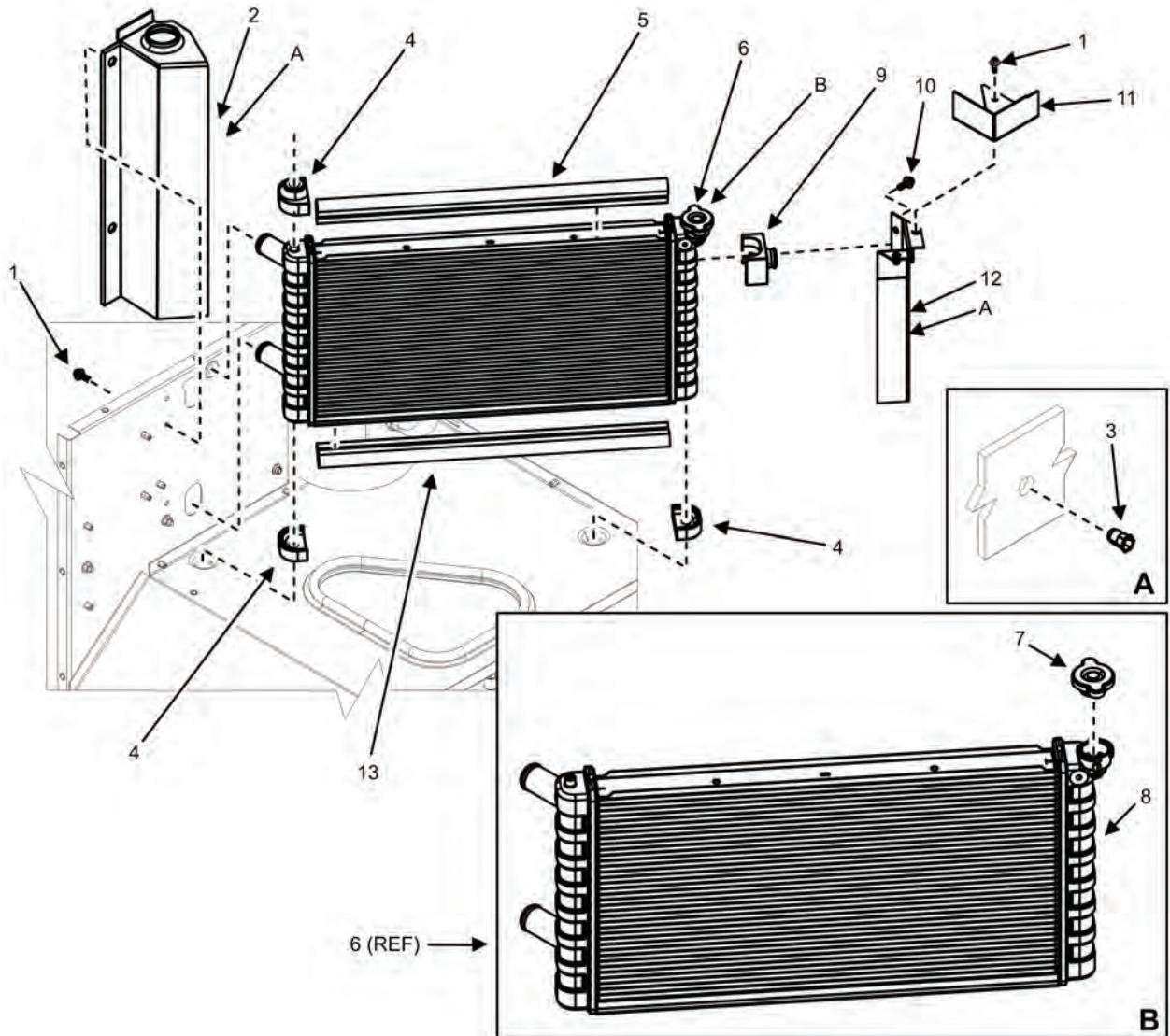


Figure 10. Cooling System Installation (Sheet 1 of 6).

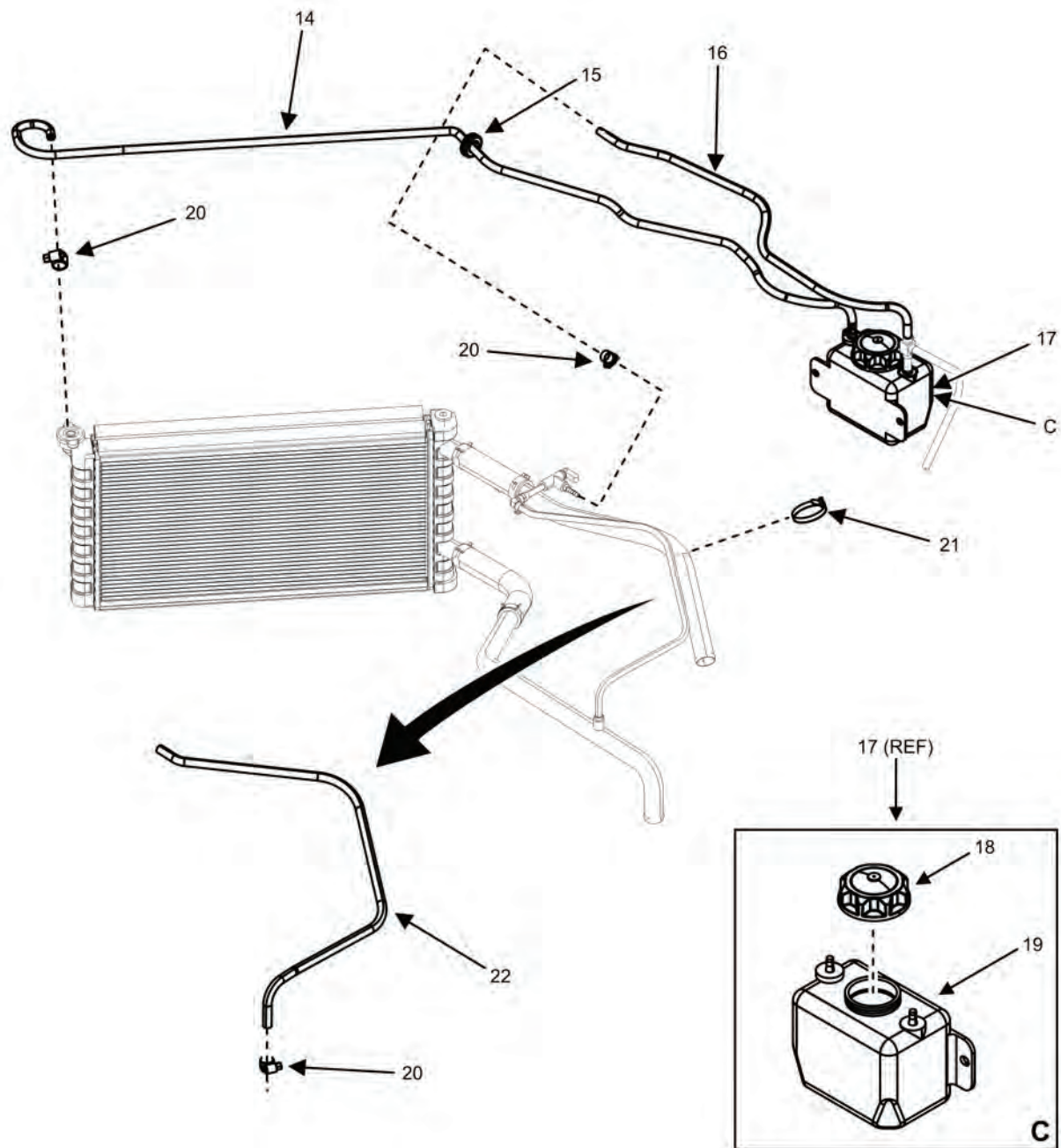


Figure 10. Cooling System Installation (Sheet 2 of 6).

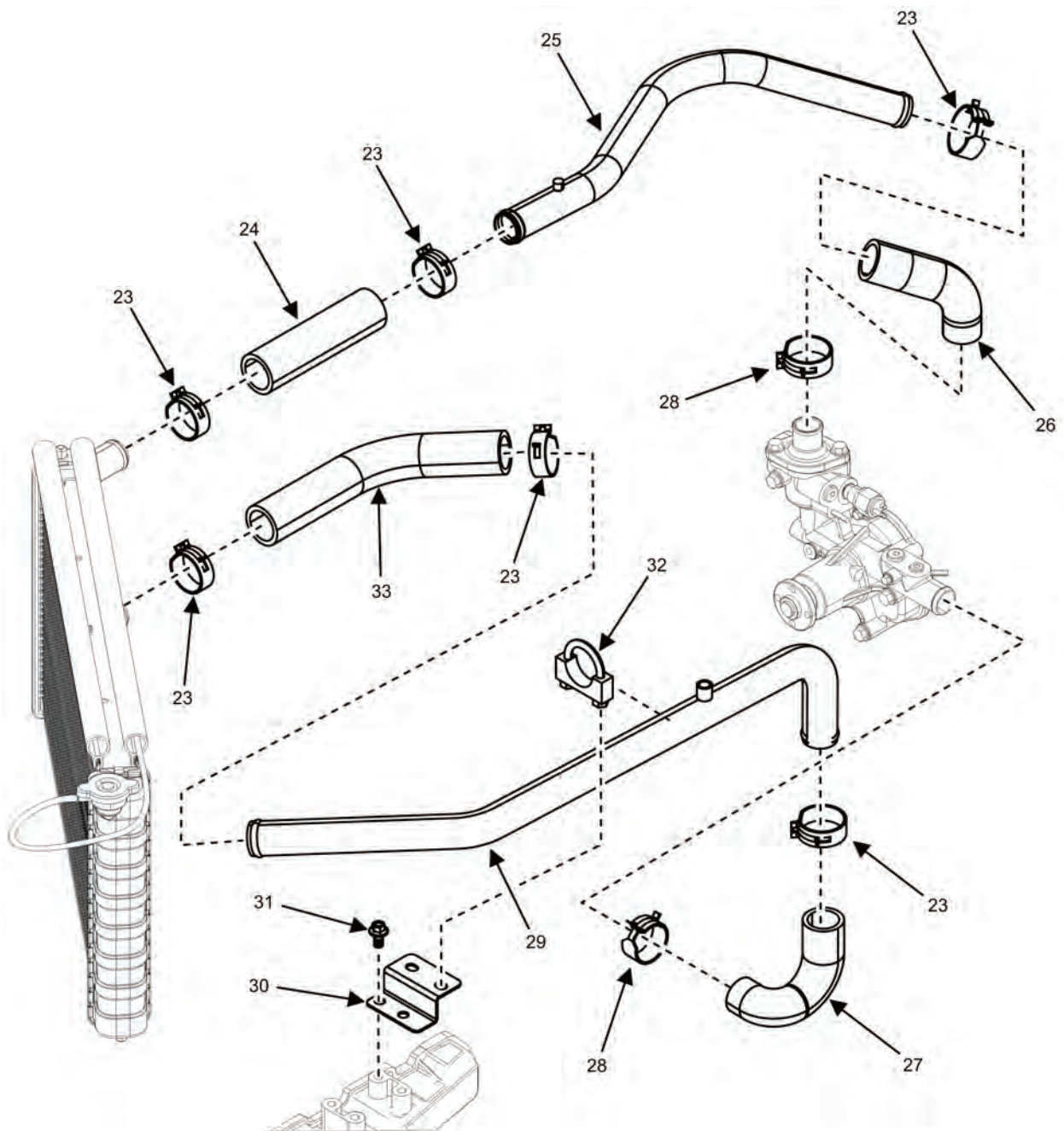


Figure 10. Cooling System Installation (Sheet 3 of 6).

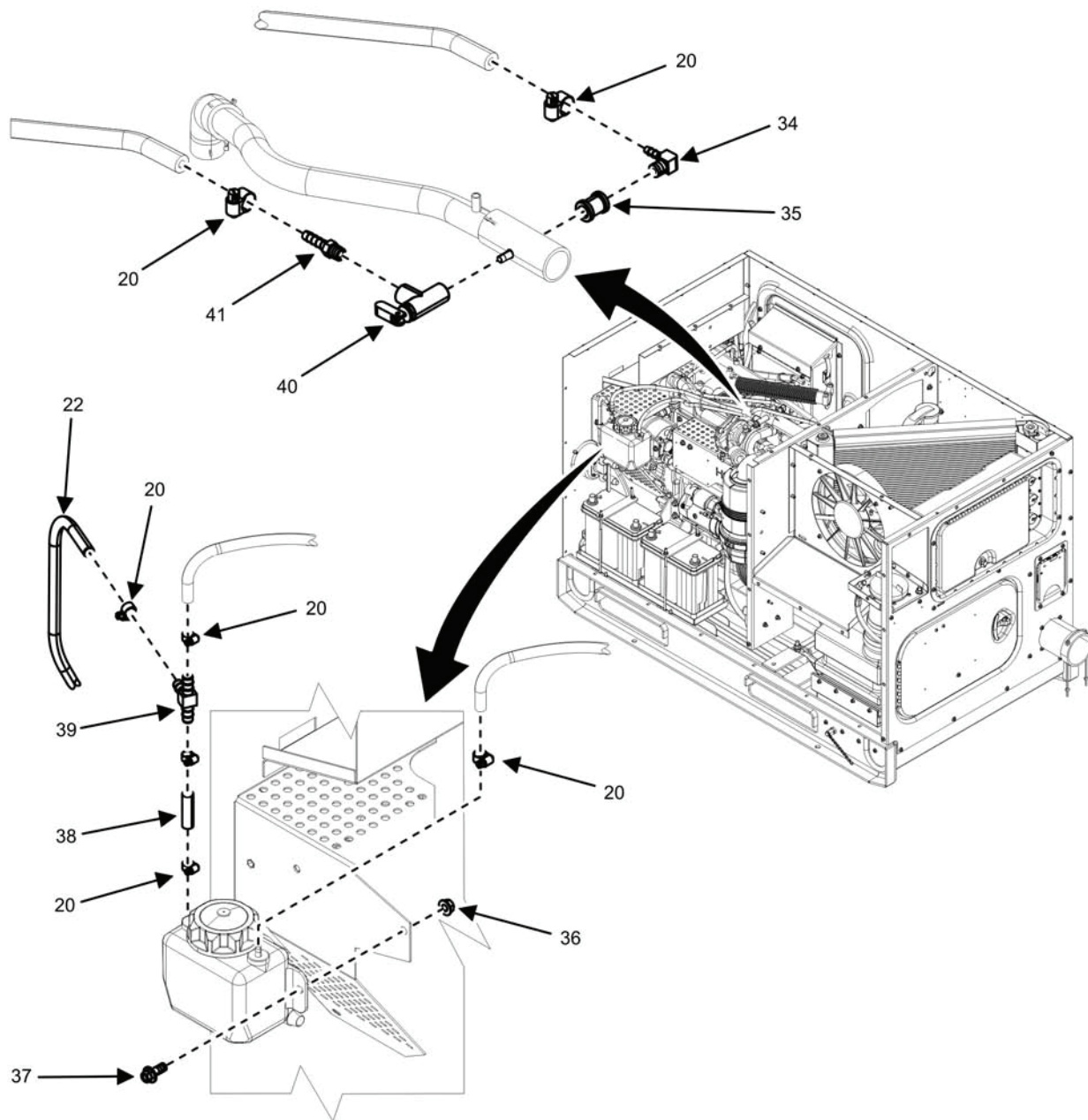


Figure 10. Cooling System Installation (Sheet 4 of 6).

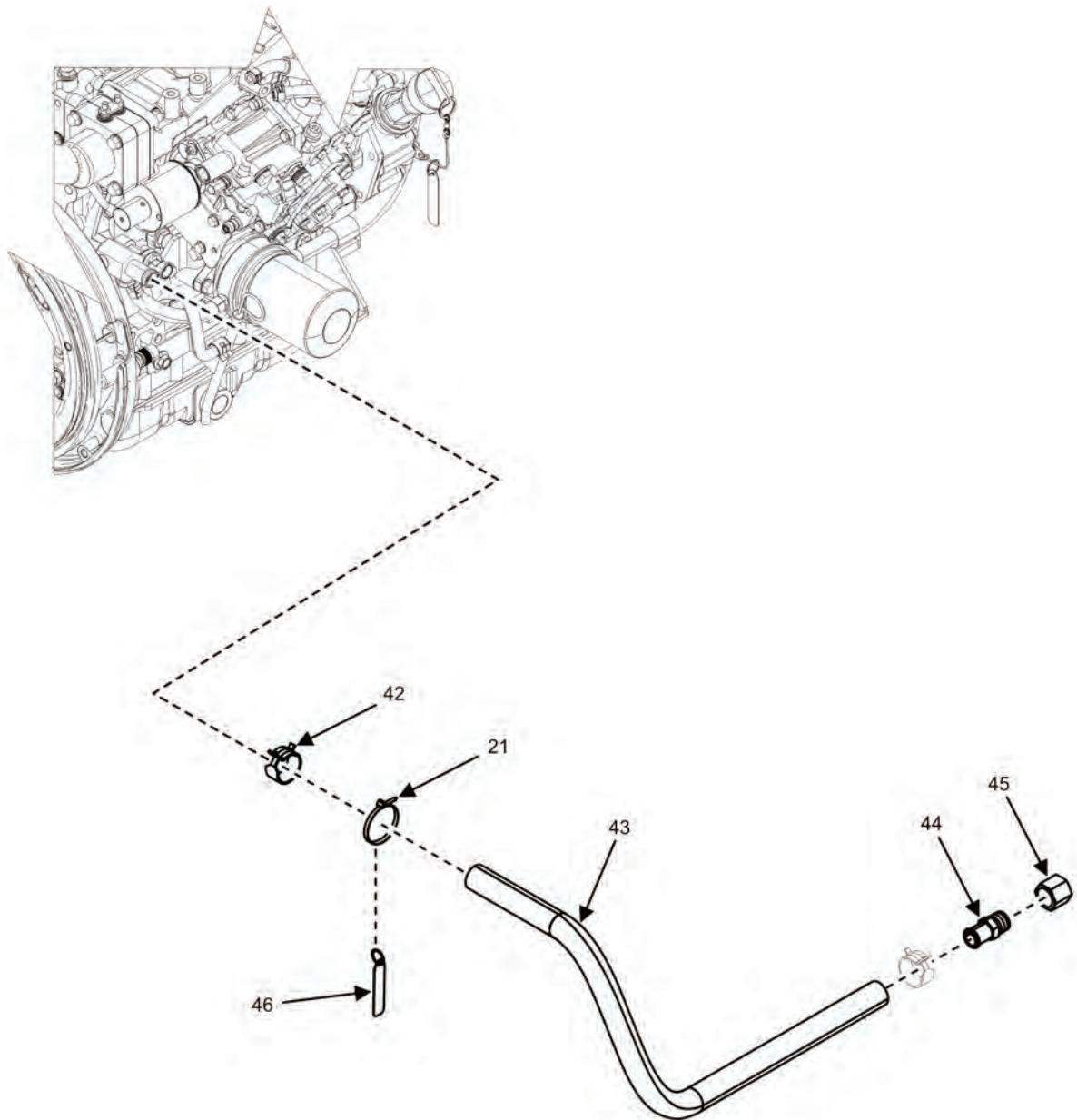


Figure 10. Cooling System Installation (Sheet 5 of 6).

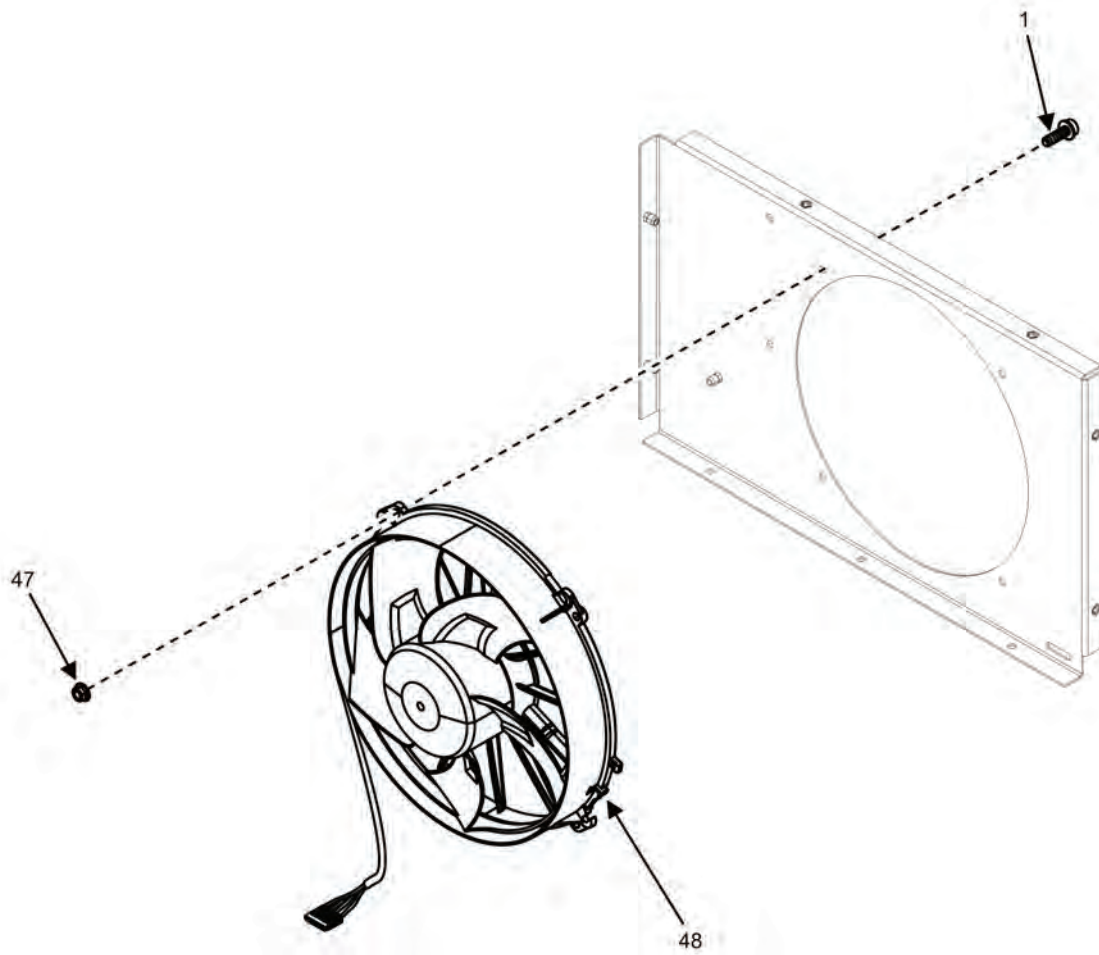


Figure 10. Cooling System Installation (Sheet 6 of 6).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR USMC FORCE	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
							GROUP 06	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		AES10M06A016WB4K42	FIG. 10 COOLING SYSTEM INSTALLATION .SCREW, FLANGE HEAD	8
2	XBFFF	XBFFF	XBFFF	XBFFF		44940 04-21287	.BRACKET	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5325015893727	3A2G6 39101-76030	..NUT, PLAIN, CLINCH	6
4	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5340015932746	44940 04-20832	.MOUNT, RADIATOR	3
5	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940 04-21030-1	.SEAL, EDGE (MAKE FROM A3709 ON BULK ITEMS LIST AND CUT TO LENGTH 550 MM +/- 5 MM)	2
6	PAFFF	PAFFF	PAFFF	PAFFF	2930015908522	44940 A028X837	.RADIATOR ASSEMBLY	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940 JSKG11	..CAP, FILLER, OPENING	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2930015959350	44940 0130-8255-010L	..RADIATOR	1
9	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5340015932748	44940 04-20833	.MOUNT, RADIATOR	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ		4M343 44832	.SCREW, HEX HEAD M6 X 1	2
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940 04-21305	.BAFFLE, RADIATOR AIR	1
12	XBFFF	XBFFF	XBFFF	XBFFF		44940 04-21286	.BRACKET	1
13	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940 04-21031-1	.SEAL, EDGE (MAKE FROM A1512 ON BULK ITEMS LIST AND CUT TO LENGTH 550 MM +/- 5 MM)	2
14	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940 04-21070-2	.HOSE, NONMETALLIC (MAKE FROM 3058529 ON BULK ITEMS LIST AND CUT TO LENGTH 1650 MM +/- 10 MM)	1
15	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5325001850001	96906 MS35489-46	.GROMMET, NONMETALLIC	1
16	PAFZZ	PAFZZ	PFZZ	PAFZZ	4720015939644	44940 04-21070-1	.HOSE, NONMETALLIC (MAKE FROM 3058529 ON BULK ITEMS LIST AND CUT TO LENGTH 915 MM +/- 10 MM)	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5430015955961	0E3E3 070506	.TANK, SECTION, FLUID	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2930015882852	0E3E3 080061	..CAP, COOLANT (INCLUDED WITH ITEM 15)	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2815015882197	0E3E3	070588	..TANK, COOLANT (INCLUDED WITH ITEM 15)	1
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730008716729	81646	6202	.CLAMP, HOSE	11
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5975015886525	06383	PLTS-M30	.STRAP, TIEDOWN, ELECTRICAL	5
22	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21223-2	.HOSE, NONMETALLIC (MAKE FROM 58001904800300 ON BULK ITEMS LIST AND CUT TO LENGTH 1650 MM +/- 10 MM)	2
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ1508CTB-42	.CLAMP	6
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4720015942216	44940	04-20727	.HOSE, NONMETALLIC	1
25	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20745	.TUBE, WATER, UPPER	1
26	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015942287	44940	04-20635	.HOSE, NONMETALLIC	1
27	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015942196	44940	04-20034	.HOSE, NONMETALLIC	1
28	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015955755	44940	SAEJ1508CTB-35	.CLAMP	2
29	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20033	.TUBE, WATER, LOWER	1
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21682	.BRACKET, SUPPORT	1
31	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B016WB4K42	.SCREW, M8 X 1.25 X 16	2
32	PCFZZ	PCFZZ	PCFZZ	PCFZZ		14934	PC113A1	.CLAMP, EXHAUST	1
33	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21729	.HOSE, COOLANT 10KW	1
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015956012	44940	SAEJ123123431460 B	.CONNECTOR, HOSE	1
35	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5302-130138B	.COUPLING, PIPE, STRAIGHT	1
36	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M8	.NUT, PLAIN, EXTENDED M8 X 1.25	2
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B020WB4K42	.SCREW, M8 X 1.25 X 20	4
38	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015939650	44940	04-21070-5	.HOSE, VENT (MAKE FROM 3058529 ON BULK ITEMS LIST AND CUT TO LENGTH 50 MM +/- 10 MM)	1
39	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015928571	3A054	44555K138	.FITTING, TEE	1
40	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4820013671836	70411	SP2529VT	.VALVE, CHECK	1
41	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730005951078	93061	125HBL-4-2	.ADAPTER, STRAIGHT, PIPE	1

(1)	(2)				(3)	(4)		(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N		DESCRIPTION AND UOC	QTY.
42	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAE J1508 CTB-27		.CLAMP	2
43	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21832-3		.HOSE, NONMETALLIC (MAKE FROM P/N 4230-0134 ON BULK ITEMS LIST AND CUT TO LENGTH 900 MM +/- 5 MM)	1
44	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAE J1231 8-12 430160B		.ADAPTER, TUBE	1
45	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730014079298	93061	213P-8		.CAP, PIPE	1
46	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21599		.LABEL, INFORMATION, COOLANT DRAIN HOSE	1
47	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6		.NUT, HEX FLANGE M6 X 1	4
48	PAFZZ	PAFZZ	PAFZZ	PAFZZ		C0574	W3G300-ER38-47		.FAN, ENGINE COOLING	1
END OF FIGURE										

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
FUEL SYSTEM INSTALLATION REPAIR PARTS LIST

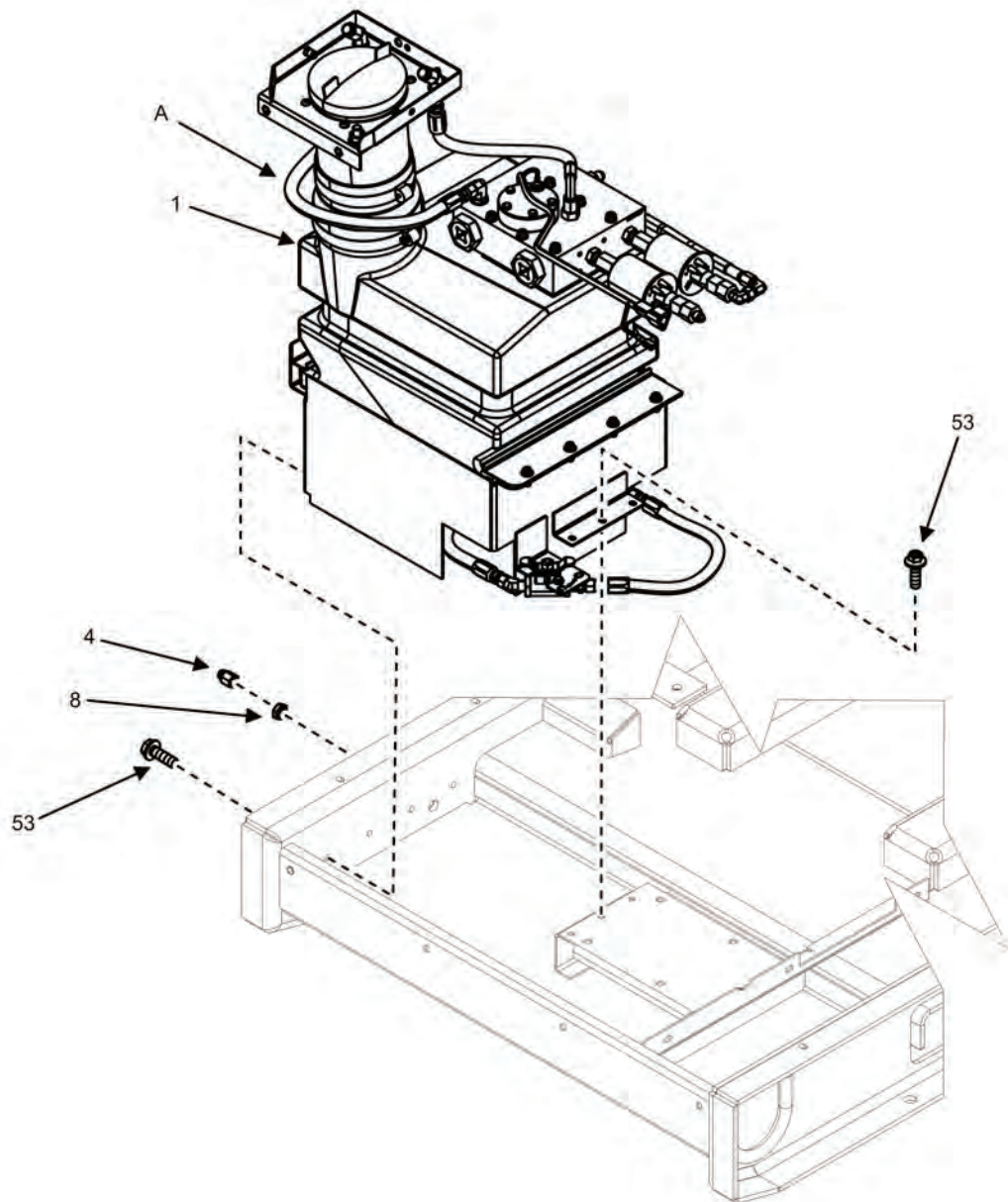


Figure 11. Fuel System Installation (Sheet 1 of 6).

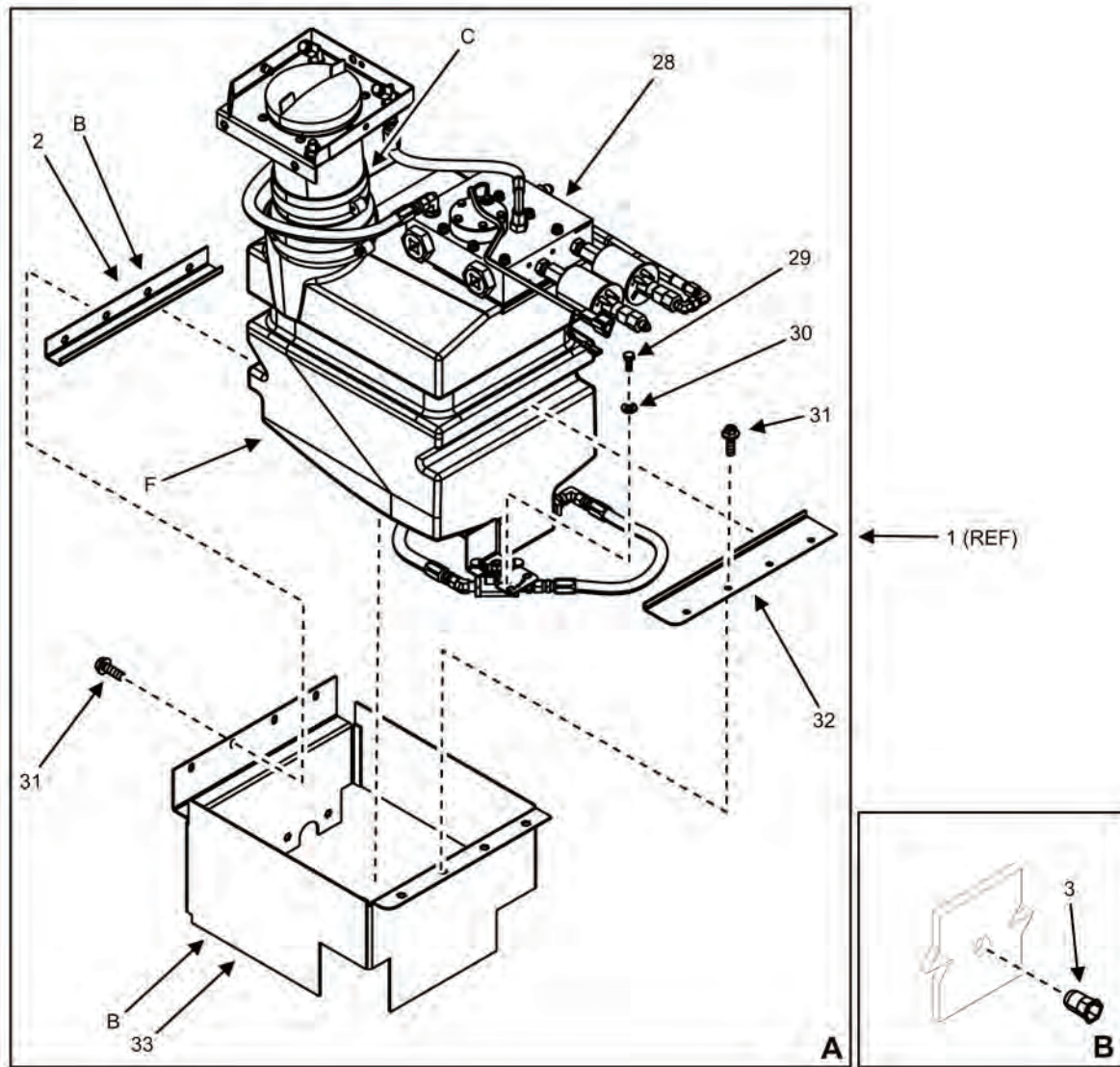


Figure 11. Fuel System Installation (Sheet 2 of 6).

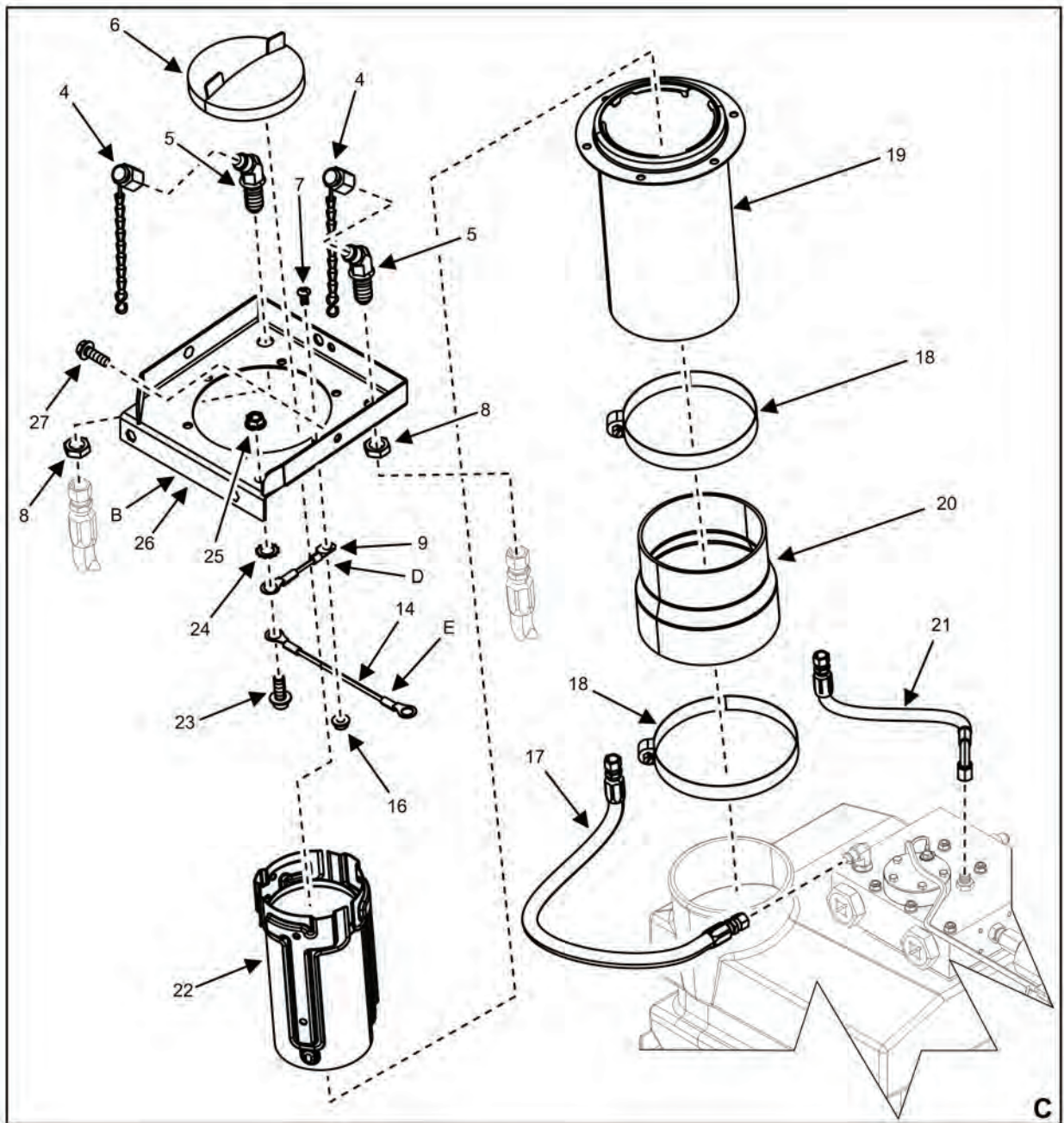


Figure 11. Fuel System Installation (Sheet 3 of 6).

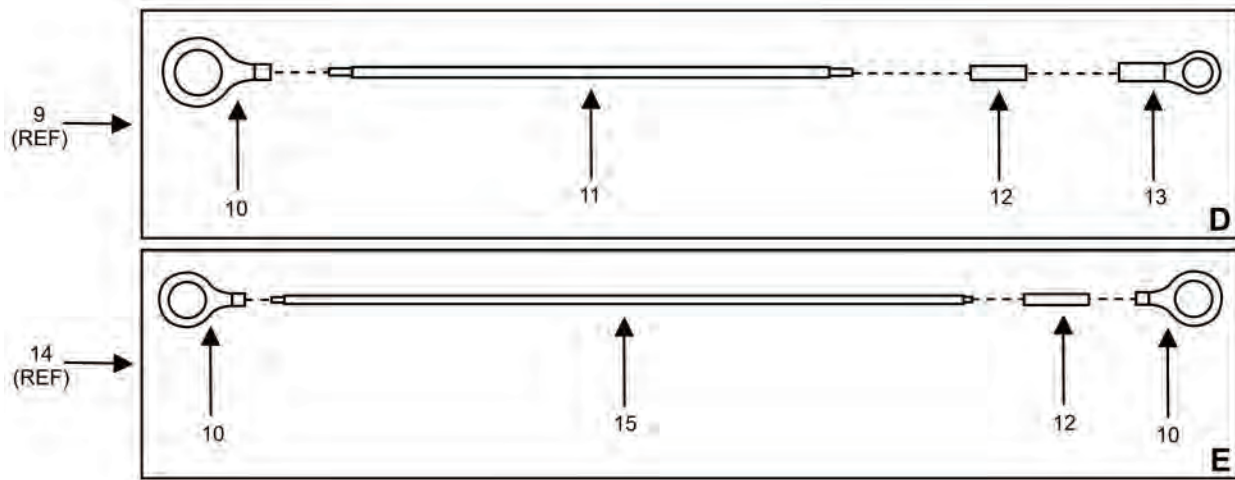


Figure 11. Fuel System Installation (Sheet 4 of 6).

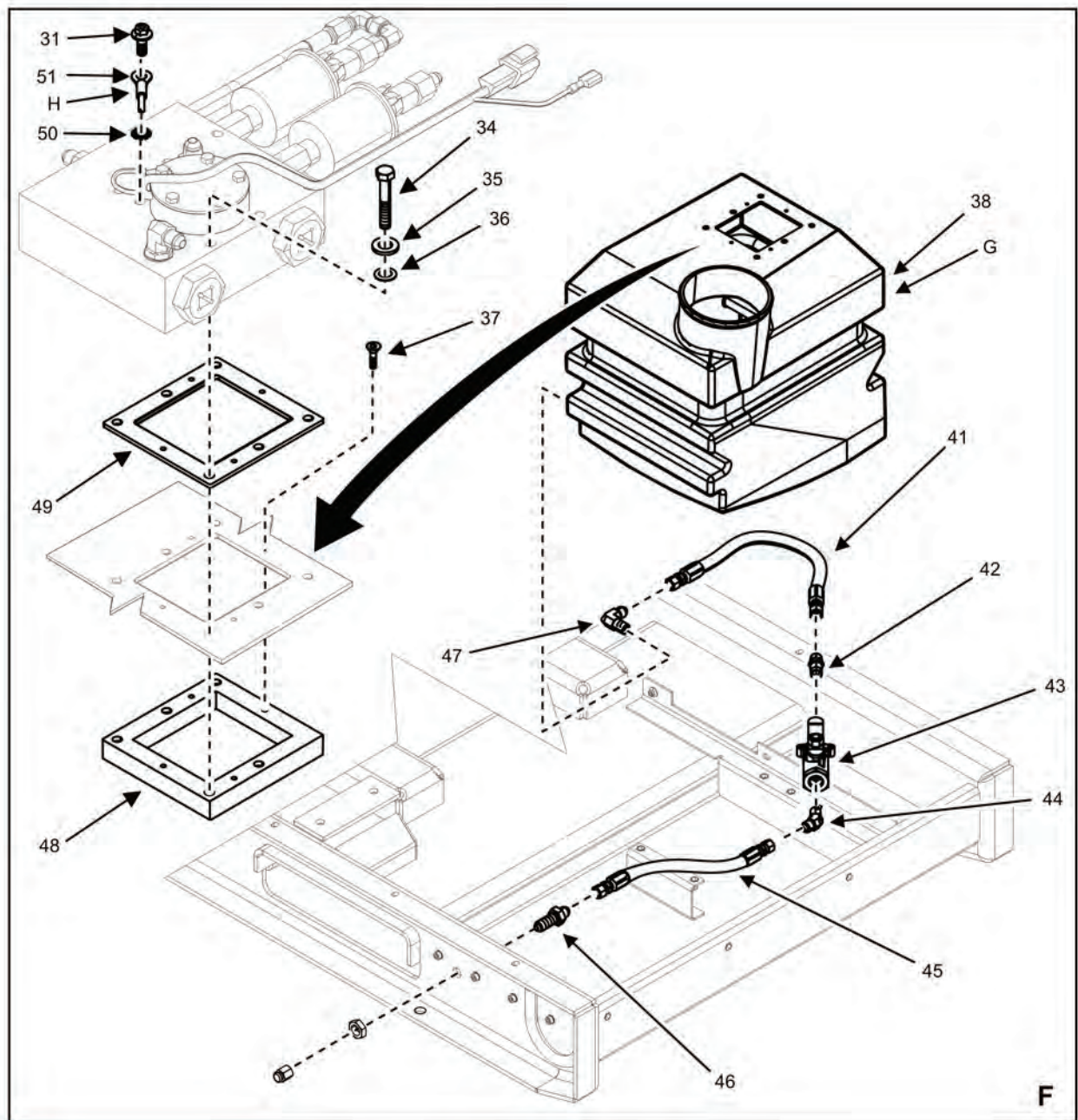


Figure 11. Fuel System Installation (Sheet 5 of 6).

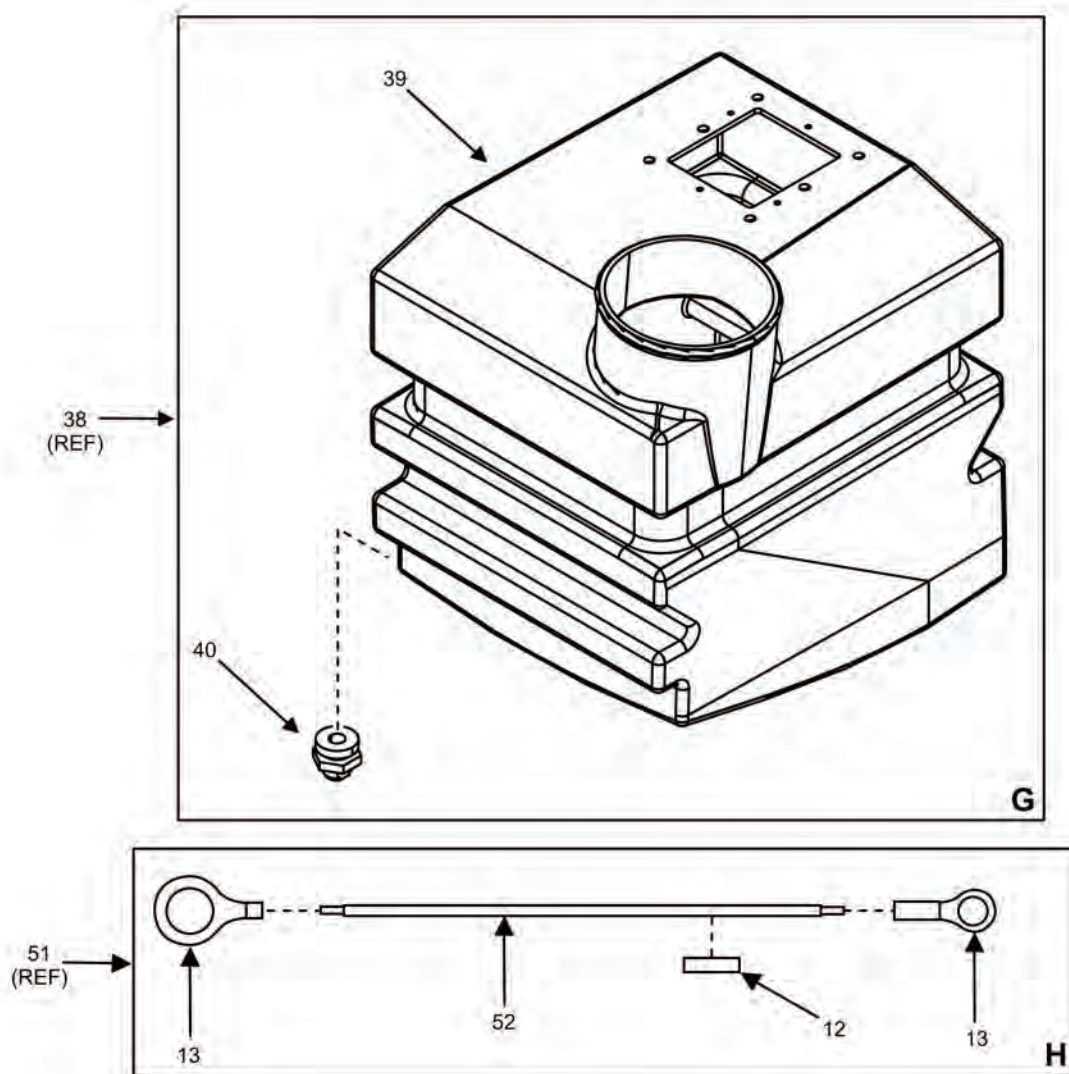


Figure 11. Fuel System Installation (Sheet 6 of 6).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 07 FIG. 11 FUEL SYSTEM INSTALLATION	
1	XCFFF	XCFFF	XCFFF	XCFFF		44940	04-20378	.FUEL SYSTEM INSTALLATION 10 KW	1
2	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20741	..BRACKET, FUEL SUPPORT SYSTEM	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5325015893721	3A2G6	39101-76030	...NUT, CLINCH	15
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015979059	44940	04-21043	..CAP, ASSEMBLY	3
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145070801B	..FITTING, TUBE ELBOW 45, 1/2-20 INCH	2
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2590001419758	96906	MS35645-1	..CAP, FILLER OPENING	1

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN7380A2-M6X12	..SCREW, SOCKET HEAD BUTTON M6 X 1 X 12	6
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145070118C	..LOCKNUT	3
9	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-21153-1	..CABLE, ELECTRICAL GROUND	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ		00779	130207	..TERMINAL, RING 3/8 INCH, 12-10 AWG	3
11	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-12-65	..WIRE, STRANDED 12 AWG (CUT TO LENGTH 150 MM +/- 25MM FROM 3271-12-65 ON BULK ITEMS LIST)	1
12	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..LAMINATE, LABEL COVER	3
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001139828	96906	MS25036-148	..TERMINAL, RING M6, 12-10 AWG	3
14	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-21153-2	..CABLE, ELECTRICAL GROUND	1
15	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-12-65	..WIRE, STRANDED 12 AWG (CUT TO LENGTH 1100 +/- MM 25 MM FROM 3271-12-65 ON BULK ITEMS LIST)	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	..NUT, HEX FLANGE M6 X 1	6
17	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015938716	44940	04-20767-20	..LINE, FUEL	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ1508F72	..CLAMP	2
19	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20202	..MODULE, FUEL FILLER NECK	1
20	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4730015893753	44940	04-21352	..COUPLING, HOSE	1
21	PCFZZ	PCFZZ	PCFZZ	PCFZZ		44940	04-20767-26	..LINE, FUEL	1
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4710015966464	44940	04-20203	..TUBE, FUEL FILL	1
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10C025CZ7A32	..SCREW, H EX FLANG HEAD M10 X 1.5 X 25	1
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW20M010000DB8A31	..WASHER, LOCK M10 EXTERNAL TOOTH	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEN18M10C000DG8A31	..NUT, HEX FLANGE HEAD M10 X 1.5 STAINLESS	1
26	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20744	..BRACKET, FUEL SYSTEM	1
27	PAFZZ	PAFZZ	PAFZZ	PAFZZ		4M343	44832	..SCREW, FLANGE HEAD M6 X 1.0 X 16	2
28	XCFFF	XCFFF	XCFFF	XCFFF		44940	04-20614	..MODULE, FUEL SYSTEM (SEE FIGURE 12 FOR PARTS BREAKDOWN)	1
29	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AESZAC190375WA1FY1	..SCREW	2

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN127-M6	..WASHER, LOCK (M6)	2
31	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K42	..SCREW, CAP, HEXAGON	9
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-20740	..BRACKET, SUPPORT FUEL SYSTEM	1
33	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20684	..SUPPORT, FUEL SYSTEM 10 KW	1
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES07M06A070WB4AA1	..SCREW-HHC M6 X 1 X 70	6
35	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW25X266062EA1AFI	..WASHER-FLAT 1/4	6
36	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015960059	4JMM9	RS6220	..WASHER, SEALING	6
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES47M407016DG6CP2	..SCREW, FLAT HEAD	2
38	PAFFF	PAFFF	PAFFF	PAFFF	2910015957365	44940	04-20355	..TANK ASSEMBLY, FUEL 10 KW	1
39	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20770	...TANK, FUEL	1
40	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015890851	1DS87	P35900661	...FITTING BULKHEAD, 1/4-18 NPT PORT	1
41	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015938770	44940	04-20767-31	..TUBE, NONMETALLIC	1
42	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145-4070102 C	..FITTING, CONNECTOR	1
43	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4820015891015	93061	XV502P-4-04	..VALVE, BALL	1
44	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145-4070302 C	..ELBOW, FLANGE	1
45	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015938790	44940	04-20767-32	..TUBE, NONMETALLIC	1
46	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145070601B	..SLEEVE, HOSE CONNECT	1
47	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145-4070202 C	..FITTING, TUBE ELBOW	1
48	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20535	..RETAINER, GASKET FUEL SYSTEM	1
49	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5330015971377	44940	04-20536	..GASKET, FUEL SYSTEM	1
50	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW13X250000GD5A21	..WASHER, LOCK 1/4 EXTERNAL TOOTH	1
51	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-21153-13	..CABLE, ELECTRICAL GROUND	1
52	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-12-65	..WIRE, STRANDED 12 AWG (CUT TO LENGTH 525 +/- MM 25 MM FROM 3271-12-65 ON BULK ITEMS LIST)	1
53	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015921168	44940	AES10M06A020WB4K42	..SCREW, HEX FLANGE HEAD M6 X 1 X 20	7
END OF FIGURE									

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
FUEL MANIFOLD ASSEMBLY REPAIR PARTS LIST**

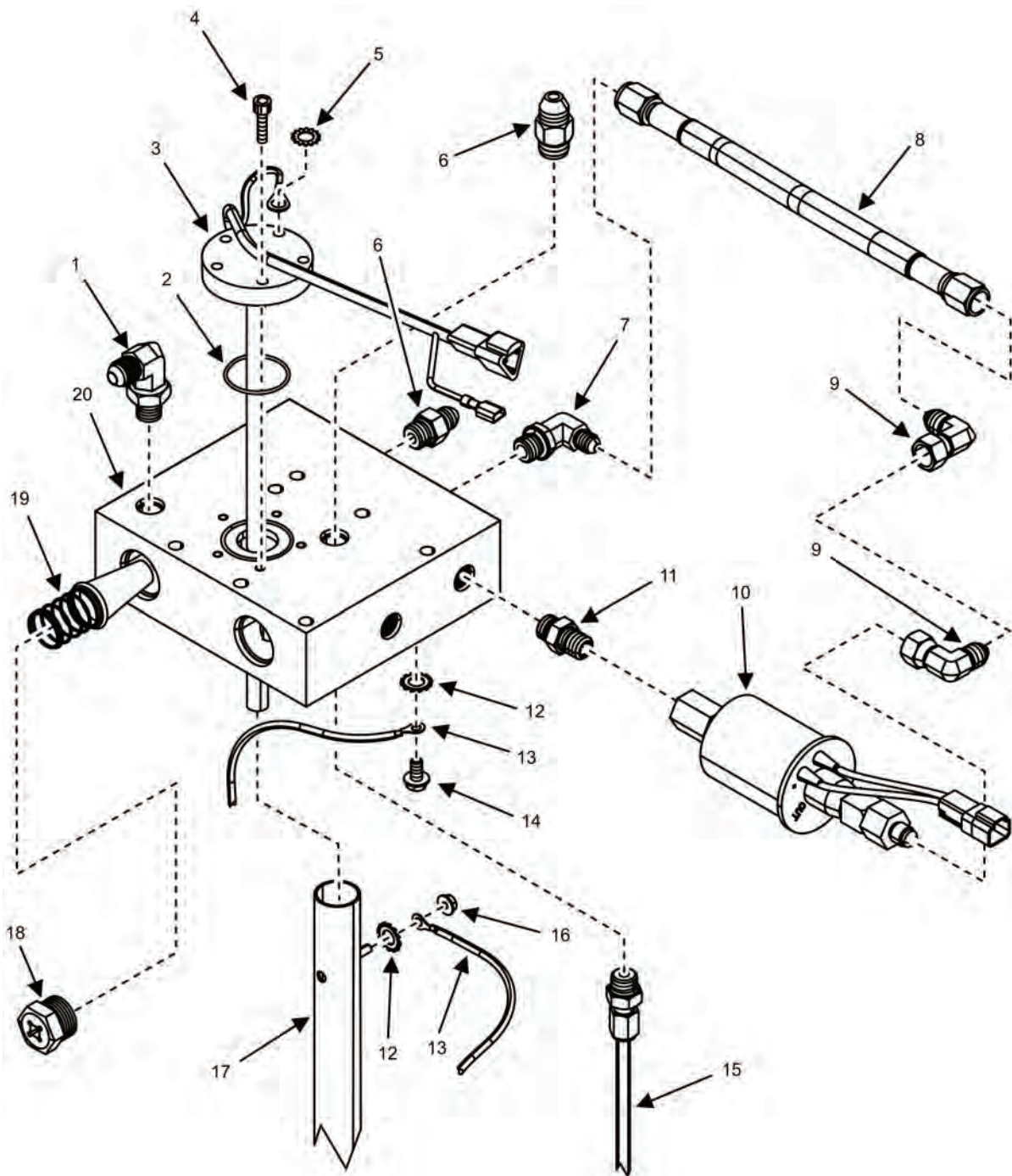


Figure 12. Fuel Manifold Assembly.

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 0701	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145-6070220 C	FIG. 12 FUEL MANIFOLD ASSEMBLY .FITTING, TUBE ELBOW	1
2	PCFZZ	PCFZZ	PCFZZ	PCFZZ		44940	J515CH29X0386H	.SEAL, O-RING	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		55752	FSCMN-01	.SENSOR, FUEL LEVEL	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN931-M5X30	.SCREW, HEX HEAD M5 X 0.8 X 30	5
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW22X190000EA1AA1	.WASHER, LOCK EIT #10	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730012089235	81343	SAE J514 5-6 070120C	.FITTING, CONNECTOR	2
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5144-6070220 C	.FITTING, TUBE ELBOW	1
8	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015966552	44940	04-20053	.LINE, FUEL	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5975015906706	44940	SAEJ5144070221C	.FITTING, ELBOW	2
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4320015870865	71425	0149-2769	.PUMP, FUEL, ELECTRIC	2
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730008330508	44940	SAEJ5146-4080102C	.FITTING, CONNECTOR	2
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW13X250000GD5A21	.WASHER, LOCK 1/4 EXT TOOTH	2
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999015883447	44940	04-21318-2	.LEAD, ELECTRICAL GROUND	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015963670	44940	AES10M06A016WB4K42	.SCREW, HEX FLANGE HEAD M6 X 1 X 16	1
15	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20622	.TUBE, FUEL	2
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	.NUT, HEX FLANGE M6X1	1
17	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20613	.PIPE, FUEL	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5365015971376	44940	04-20406	.PLUG, THREADED	2
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015966452	44940	04-20618	.STRAINER, FUEL	2
20	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20534	.MANIFOLD, FUEL	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
FUEL FILTER/WATER SEPARATOR INSTALLATION REPAIR PARTS LIST

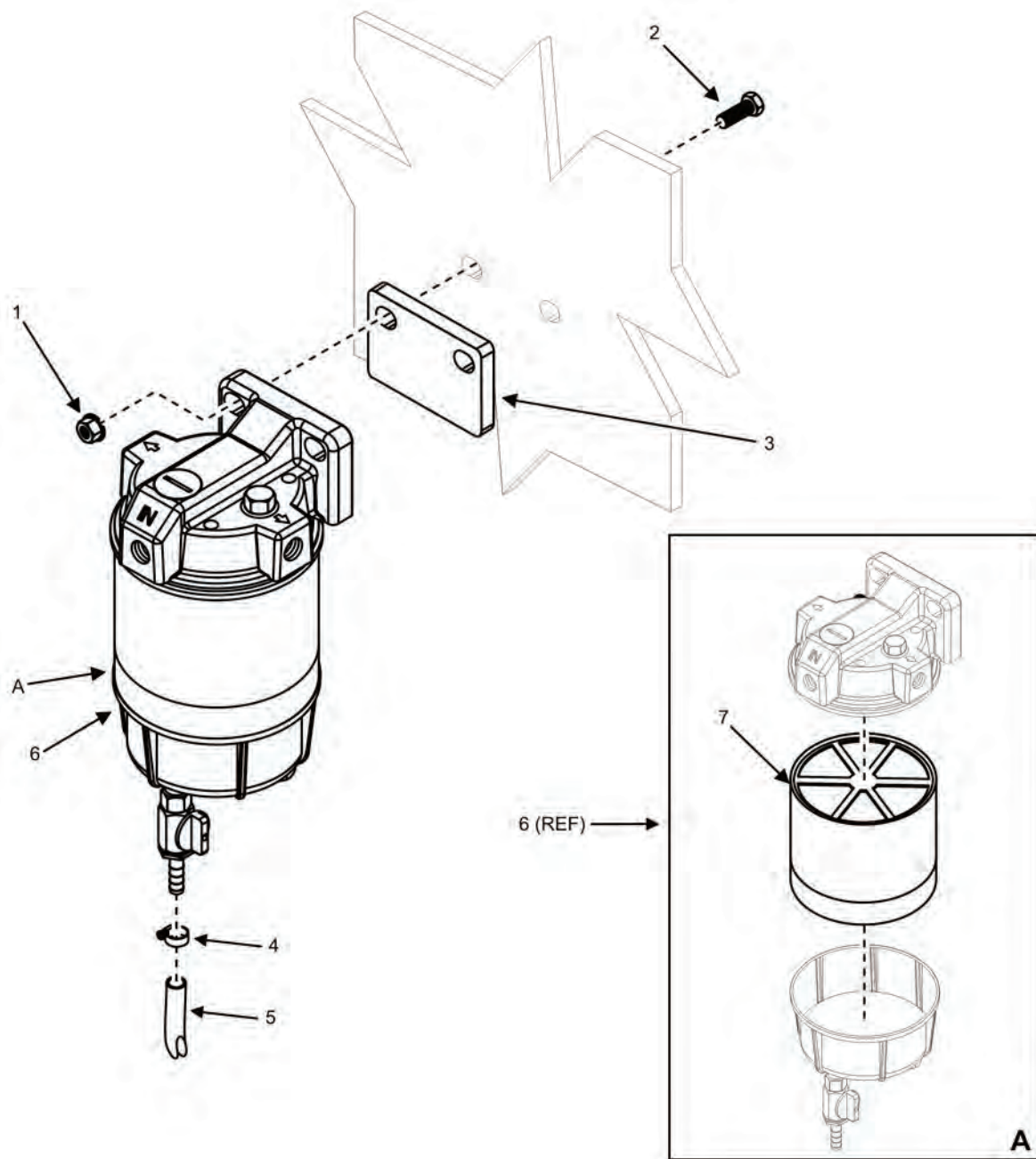


Figure 13. Fuel Filter/Water Separator Installation (Sheet 1 of 3).

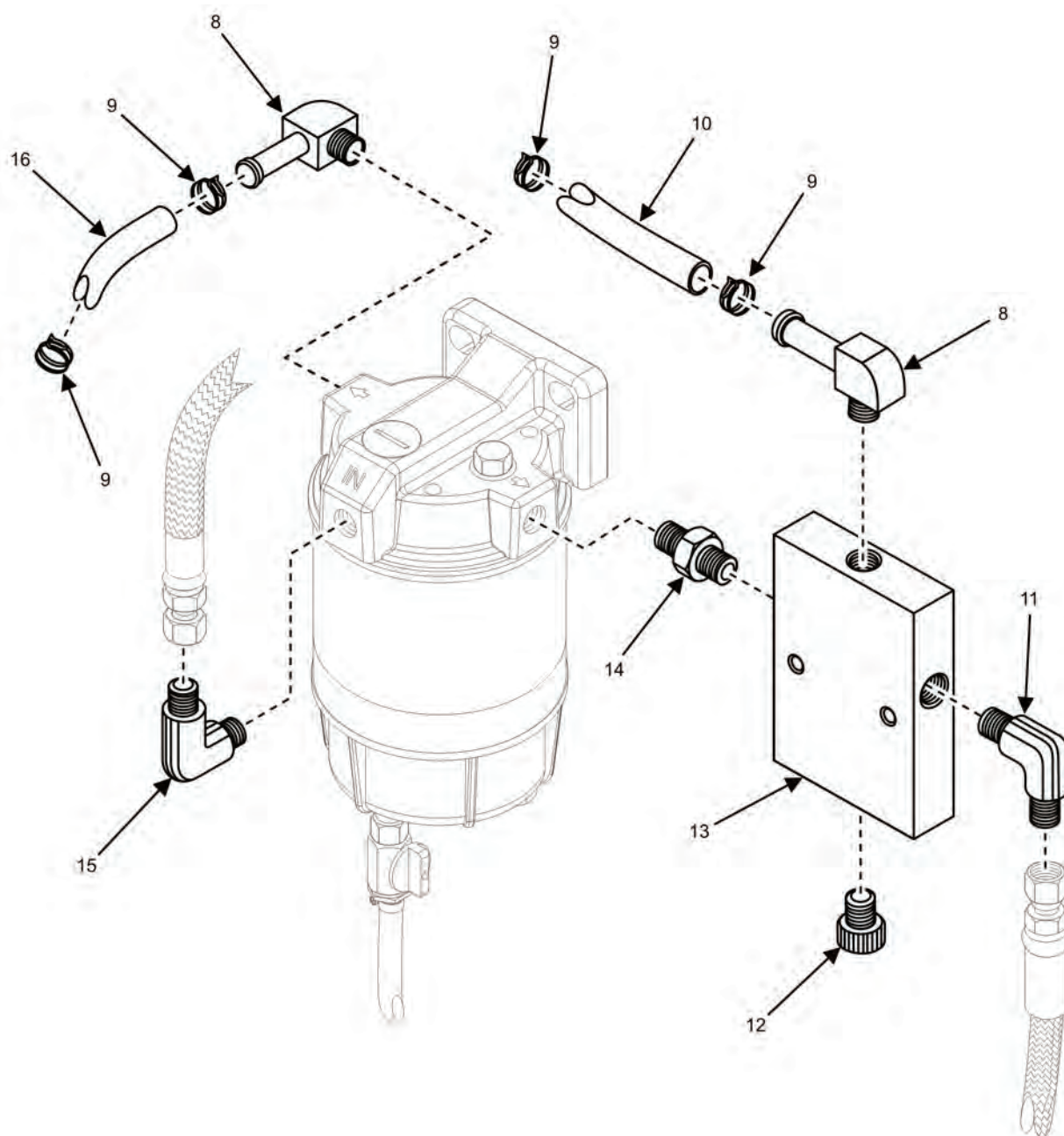


Figure 13. Fuel Filter/Water Separator Installation (Sheet 2 of 3).

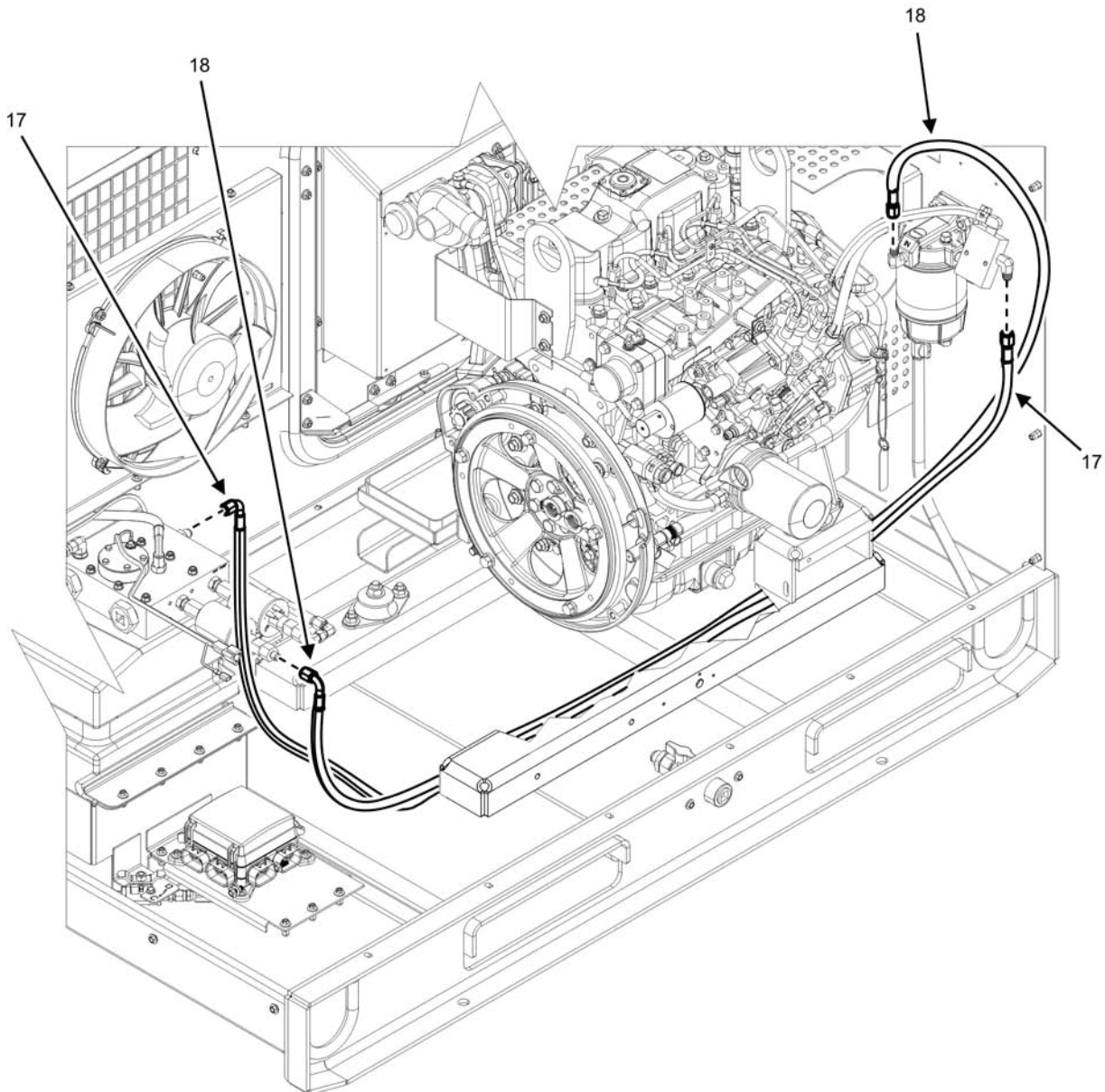


Figure 13. Fuel Filter/Water Separator Installation (Sheet 3 of 3).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0702	
								FIG. 13 FUEL FILTER/WATER SEPARATOR INSTALLATION	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310012866304	S3151	93-193	.NUT, HEX FLANGE M10 X 1.5	2
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015928054	05047	AES10M10C030WB4K42	.SCREW	2
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5365015932766	44940	04-21504	.SPACER	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	84-13091	.HOSE, CLAMP	1
5	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015893798	44940	04-21485	.HOSE, FUEL (MAKE FROM 42190109 ON BULK ITEMS LIST AND CUT TO LENGTH 500 MM +/- 10 MM)	1
6	PAFFF	PAFFF	PAFFF	PAFFF	4930011741451	4L990	215M-ONAN-01	.SEPARATOR, FUEL-WATER	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2940015880924	55752	R15S	..FILTER, ELEMENT	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015929755	93061	Q269HB-5-4	.FITTING, HOSE BARB	2
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015468975	OAK42	124766-59050	.CLAMP	4
10	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4710015955049	OAK42	129950-59311	.FUEL LINE	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5145-4070202C	.FITTING, TUBE ELBOW	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5144140109C	.PLUG, PIPE	1
13	XBFZZ	XBFZZ	XBFZZ	XBFZZ	2815015968152	30554	04-20884	.MANIFOLD, ASSEMBLY, FUEL	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5144-4140137C	.NIPPLE, PIPE	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ5144-4070202C	.ADAPTER, PIPE	1
16	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4710015955482	OAK42	129044-59010	.FUEL LINE	1
17	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4710015945435	44940	04-20767-13	.LINE, FUEL	1
18	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015938716	44940	04-20767-2	.LINE, FUEL	1
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
OUTPUT BOX INSTALLATION REPAIR PARTS LIST**

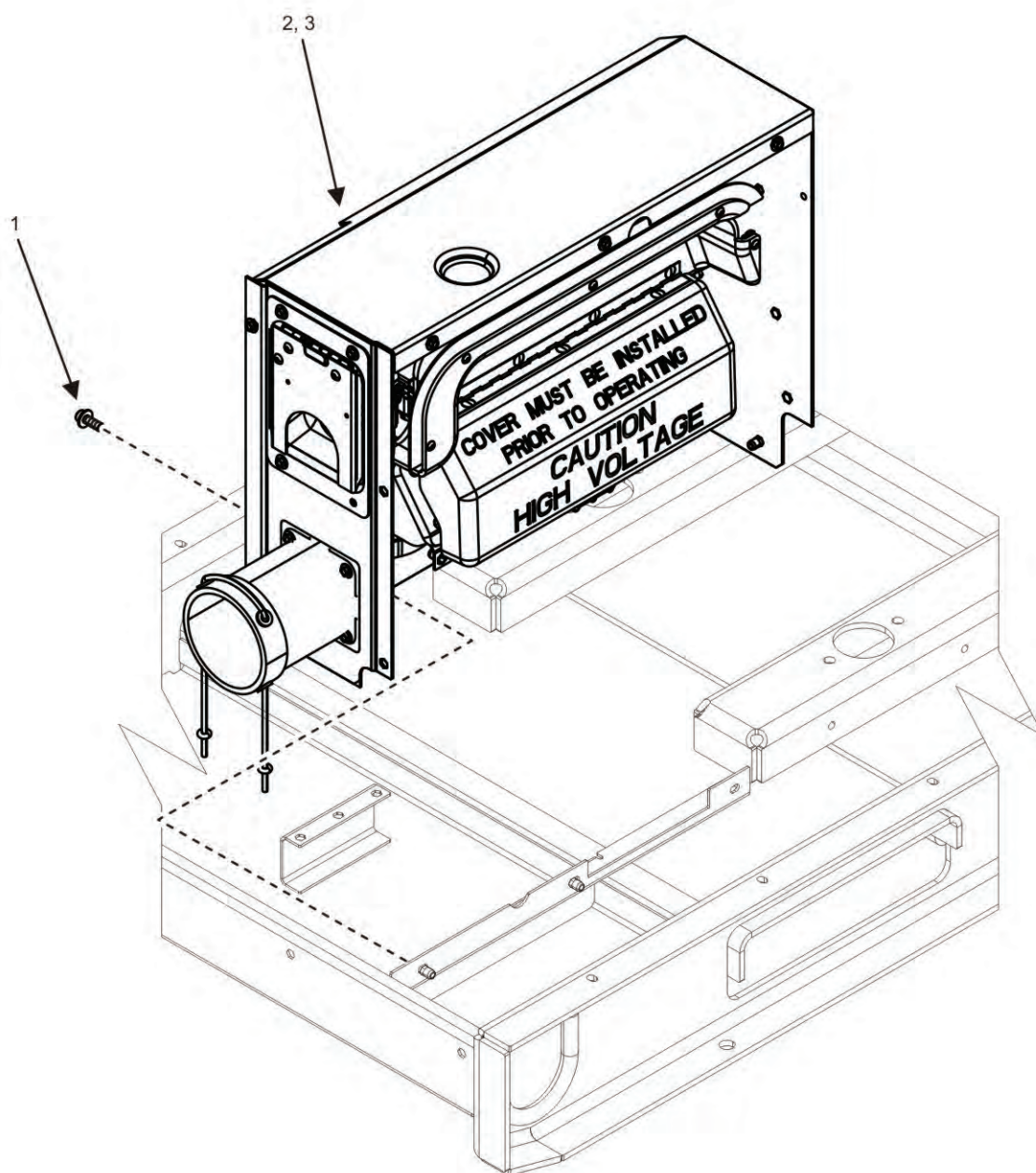


Figure 14. Output Box Installation (Sheet 1 of 2).

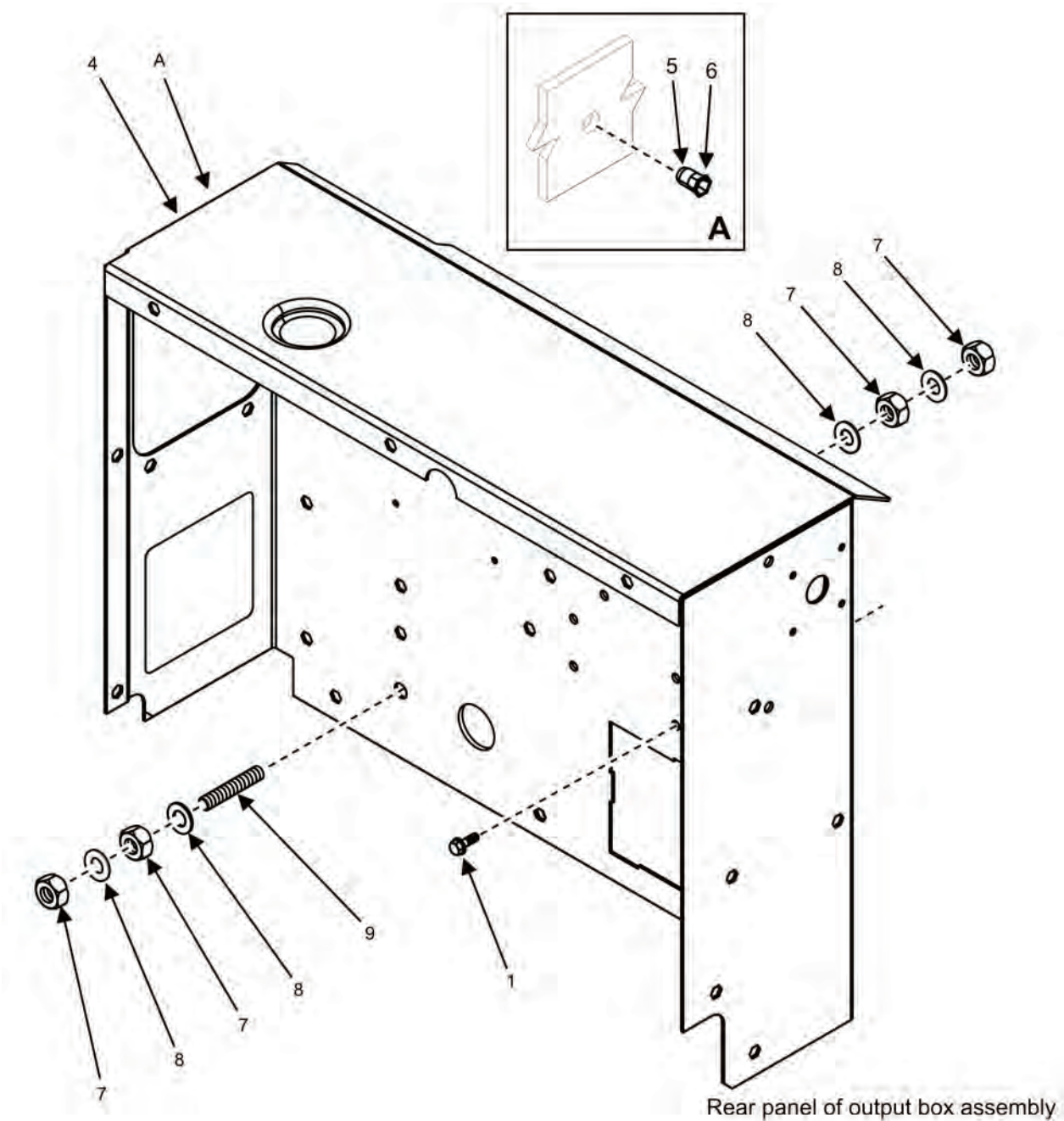


Figure 14. Output Box Installation (Sheet 2 of 2).

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 08	
								FIG. 14 OUTPUT BOX INSTALLATION	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015921168	05047	AES10M06A020WB4K42	.SCREW	6
2	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20454-1	.OUT PUT BOX ASSEMBLY (SEE FIGURE 15 – 21 FOR PARTS BREAKDOWN)	
3	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20454-2	UOC: 98G .OUT PUT BOX ASSEMBLY(SEE FIGURE 15 – 21 FOR PARTS BREAKDOWN)	1
4	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20407	UOC: 98H ..PANEL, OUT PUT BOX	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015893727	3A2G6	39101-76030	...NUT, PLAIN, CLINCH	34
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5325015893734	3A2G6	39101-75030	...NUT, PLAIN, CLINCH	4
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEN15M10C000WA2AA1	..NUT, HEX (M10X1.5)	4
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW20X010000BD8A21	..WASHER, LOCK M10 EXTERNAL	4
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5307015884044	44940	04-21292	STAR ..STUD, PLAIN (M10X1.5X55)	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
CONTACTOR REPAIR PARTS LIST

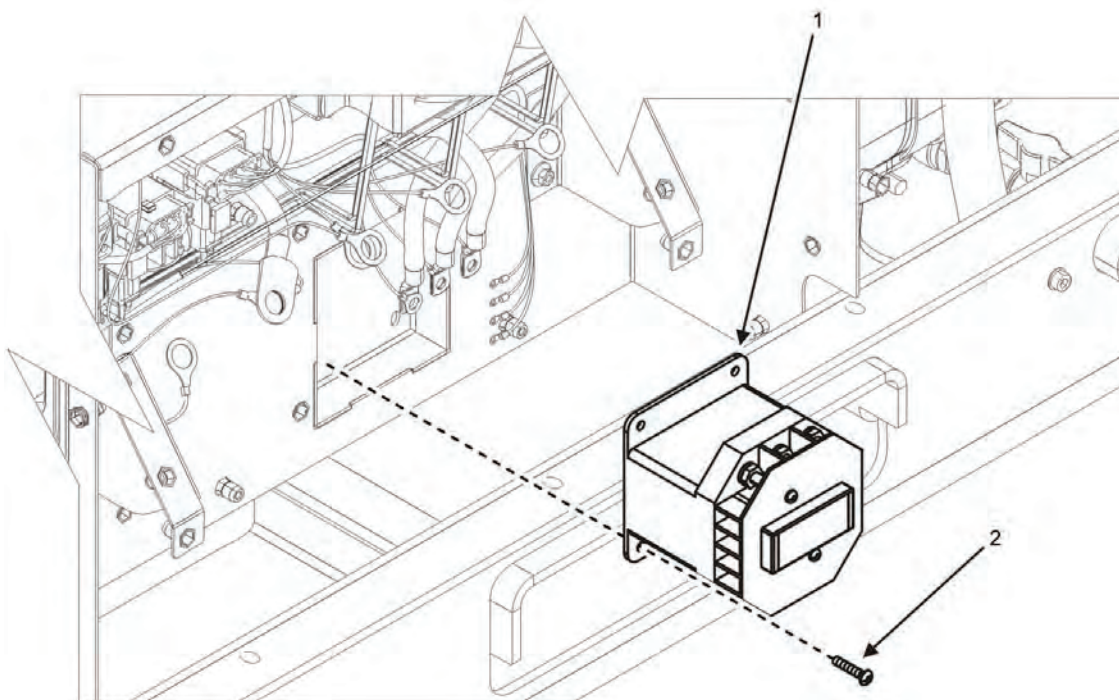


Figure 15. Contactor (Sheet 1 of 3).

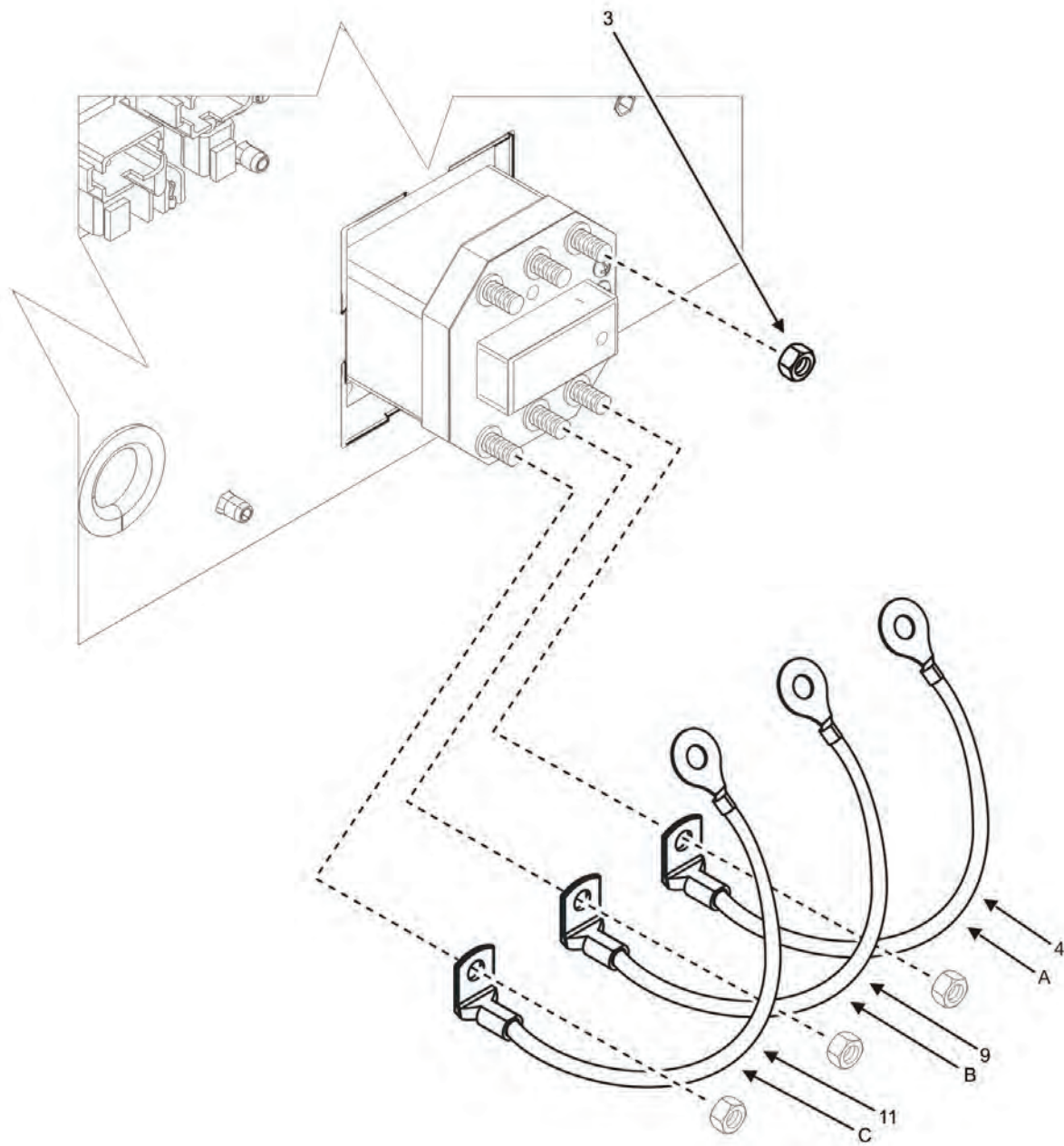


Figure 15. Contactor (Sheet 2 of 3).

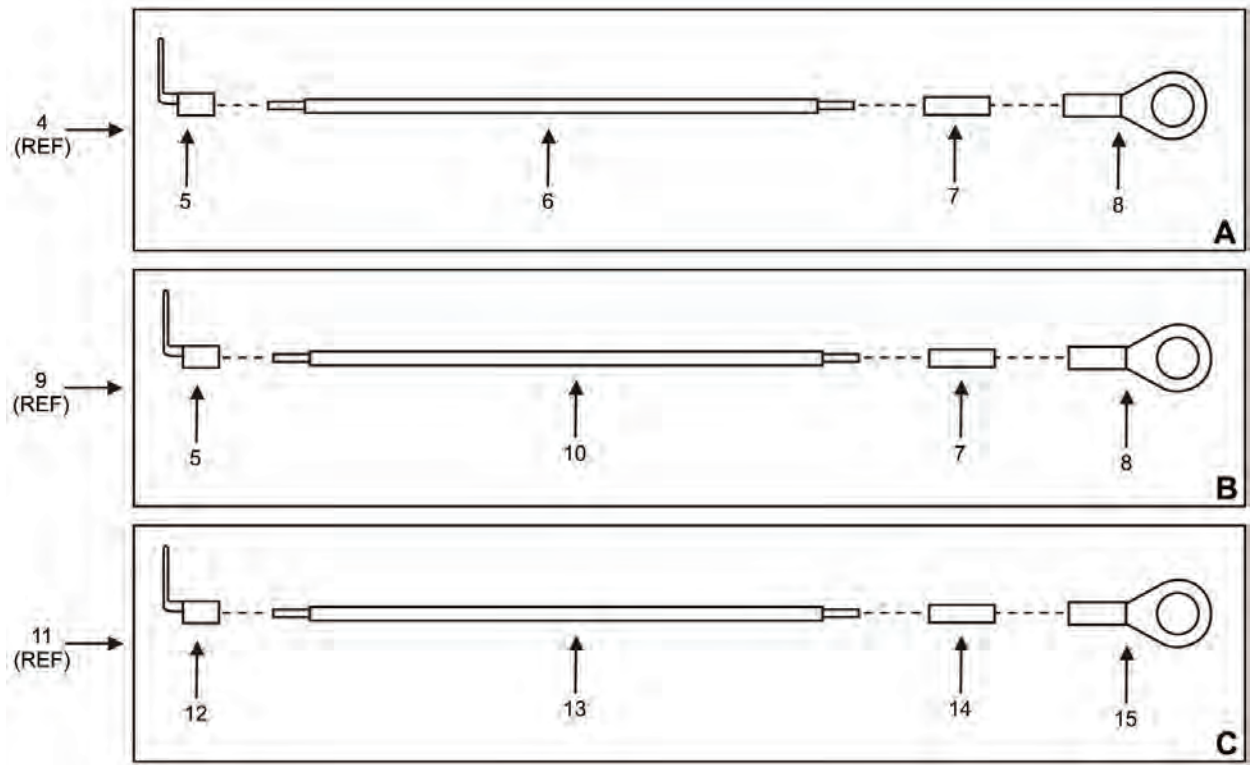


Figure 15. Contactor (Sheet 3 of 3).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0801	
								FIG. 15 CONTACTOR	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6110015915195	01XD4	CT150E24E2S	..CONTACTOR, ELECTRICAL	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015963600	05047	AES46M508016CH2A31	..SCREW, BUTTON HEAD SOCKET M5X0.8X16	4
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEN12F250000CH2A31	..NUT, HEX 1/4-28 UNF STAINLESS	6
4	PAFFF	PAFFF	PAFFF	PAFFF	6150015860317	44940	04-20261	..LEAD, ELECTRICAL K1- C2 TO TB501-L3	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015860410	00779	35277	..TERMINAL, LUG	2
6	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-8-133	..STRAND, WIRE (CUT TO LENGTH 210 MM +/- 25 MM FROM 3271-8-133 ON BULK ITEMS LIST)	1
7	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..LAMINATE, LABEL	2
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001141315	96906	MS20659-142	..TERMINAL, LUG	2
9	PAFFF	PAFFF	PAFFF	PAFFF	6150015860078	44940	04-20260	..LEAD, ELECTRICAL K1- B2 TO TB501-L2	1
10	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-8-133	..STRAND, WIRE (CUT TO LENGTH 205 MM +/- 25 MM FROM 3271-8-133 ON BULK ITEMS LIST)	2
11	PAFFF	PAFFF	PAFFF	PAFFF	6150015861848	44940	04-20696	..LEAD, ELECTRICAL K1- A2 TO TB501-L1	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001435573	00779	35678	..TERMINAL LUG	1
13	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-6-133	..STRAND, WIRE (CUT TO LENGTH 208 MM + 25 MM FROM 3271-6-133 ON BULK ITEMS LIST)	1
14	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG9T3-100B	..LAMINATE, LABEL	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940005045877	00779	36808	..TERMINAL LUG	1
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
OUTPUT TERMINAL BOARD REPAIR PARTS LIST**

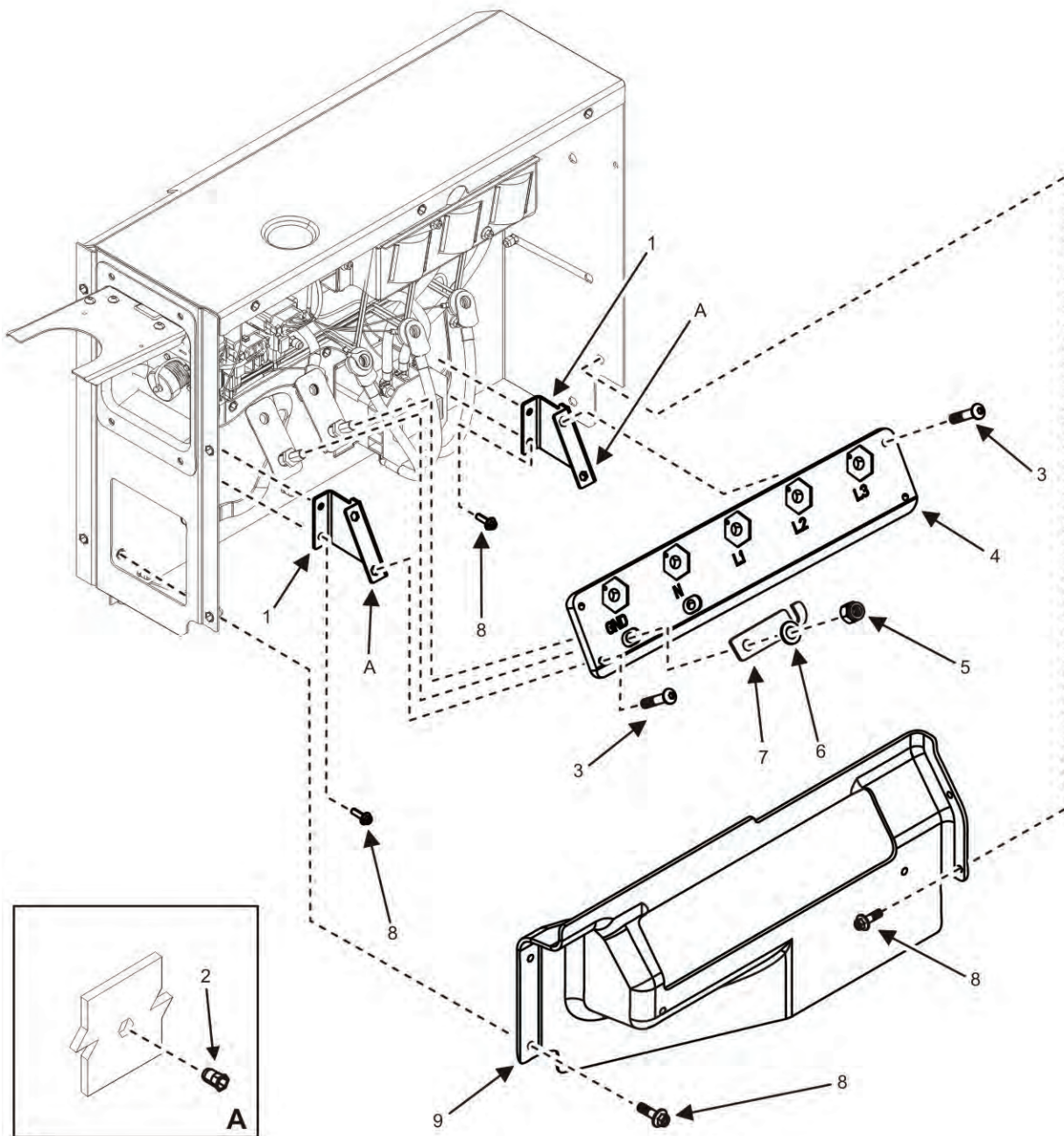


Figure 16. Output Terminal Board (Sheet 1 of 2).

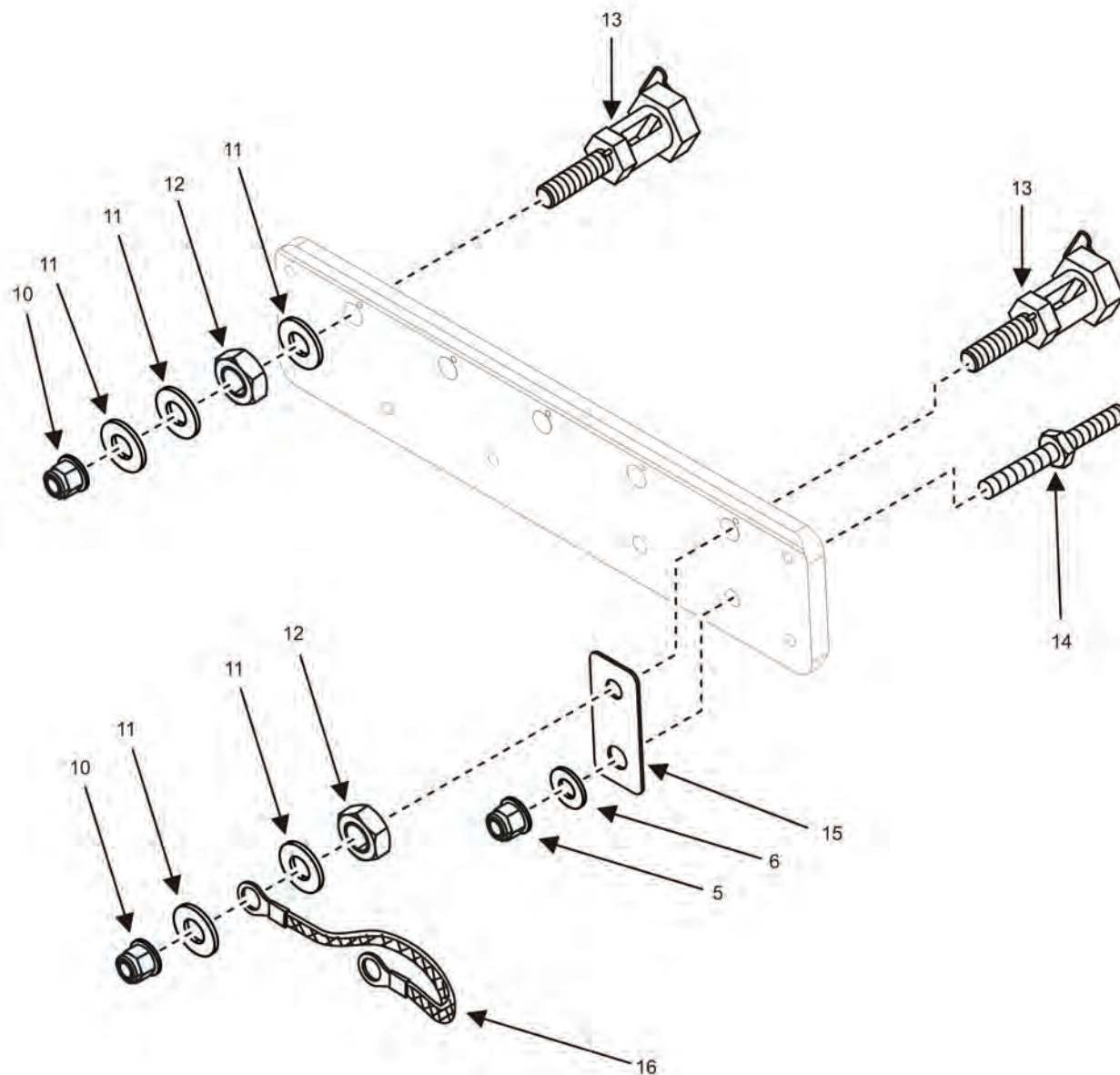


Figure 16. Output Terminal Board (Sheet 2 of 2).

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 0802	
								FIG. 16 OUTPUT TERMINAL BOARD	
1	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20759	.BRACKET, MOUNTING	2
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015893727	3A2G6	39101-76030	..NUT, CLINCH	6
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	B1834C06030N	.SCREW, SOCKET HEAD BUTTON M6 X 1 X 30	4
4	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20234	.BOARD, CONNECTION	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310014702044	30554	88-20568-3	.NUT, LOCK 3/8- 16 UNC-28, BRASS	4
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310014664926	81348	FF-W-92 TYPE A CLE GRI	.WASHER, FLAT	4
7	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20338	.BUSBAR, NEUTRAL	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015921168	44940	AES10M06A020WB4K42	.SCREW, HEX FLANGE HEAD M6 X 1 X 20	8
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015878553	44940	04-21103	.GUARD, CABLE ENTRY	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015955981	44940	M45913/3-8CS6N	.NUT, NYLON LOCK 1/2-13 STAINLESS STEEL	5
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015894140	3A054	95395A250	.WASHER, FLAT, 1/2 INCH, BRASS	13
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310001898467	30554	88-22336-1	.NUT, HEX JAM 1/2-13 UNC	5
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940009581214	82168	DG3M6F-S-RPC	.TERMINAL STUD, LOAD	5
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940010038579	30554	72-2236	.STUD, TERMINAL	2
15	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20335	.BUSBAR, GROUND	2
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6145015886489	5T0Q1	EM4H710	.STRAP, GROUNDING	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
VOLTAGE SELECTION SWITCH REPAIR PARTS LIST

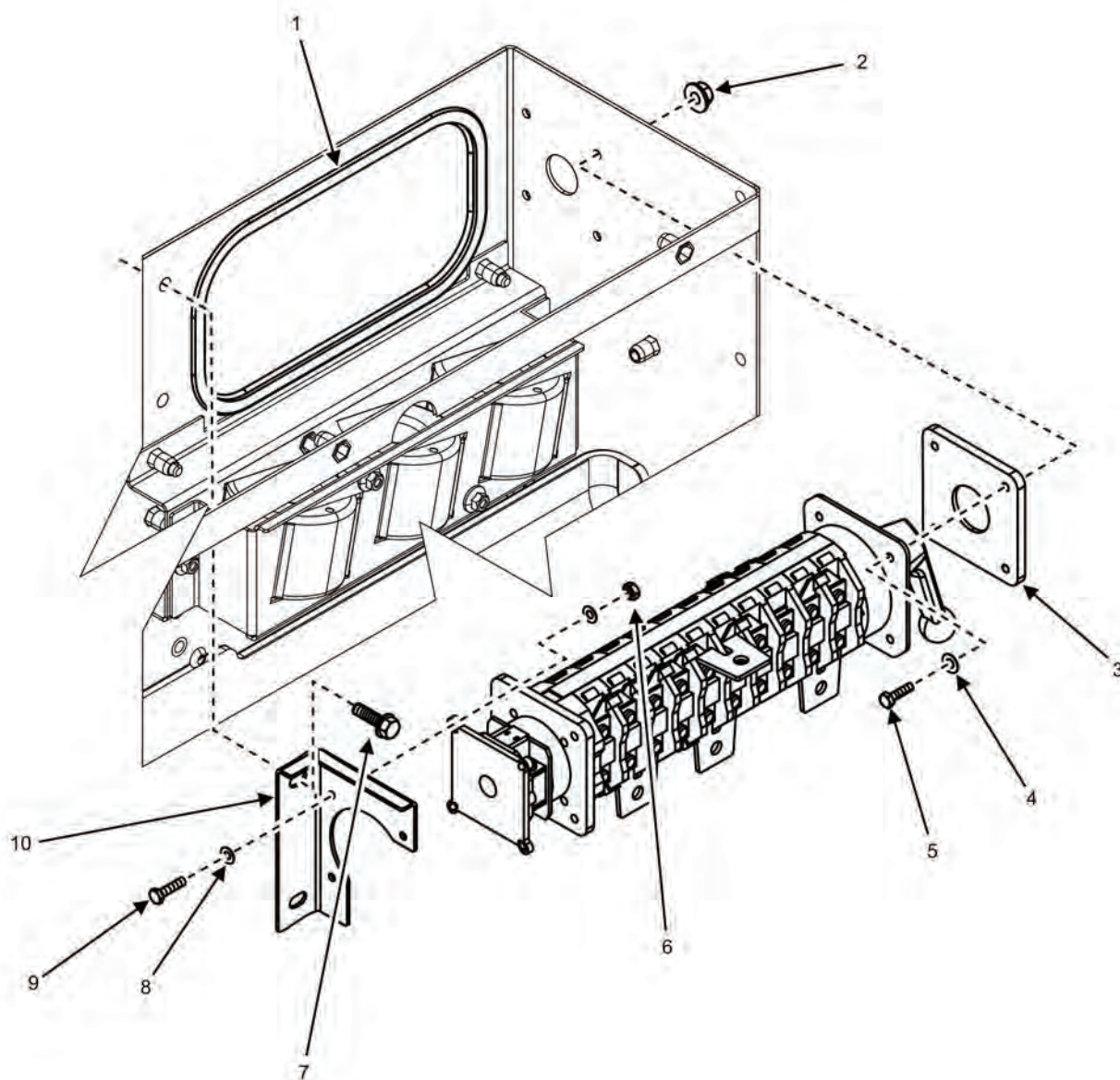


Figure 17. Voltage Selection Switch (Sheet 1 of 6).

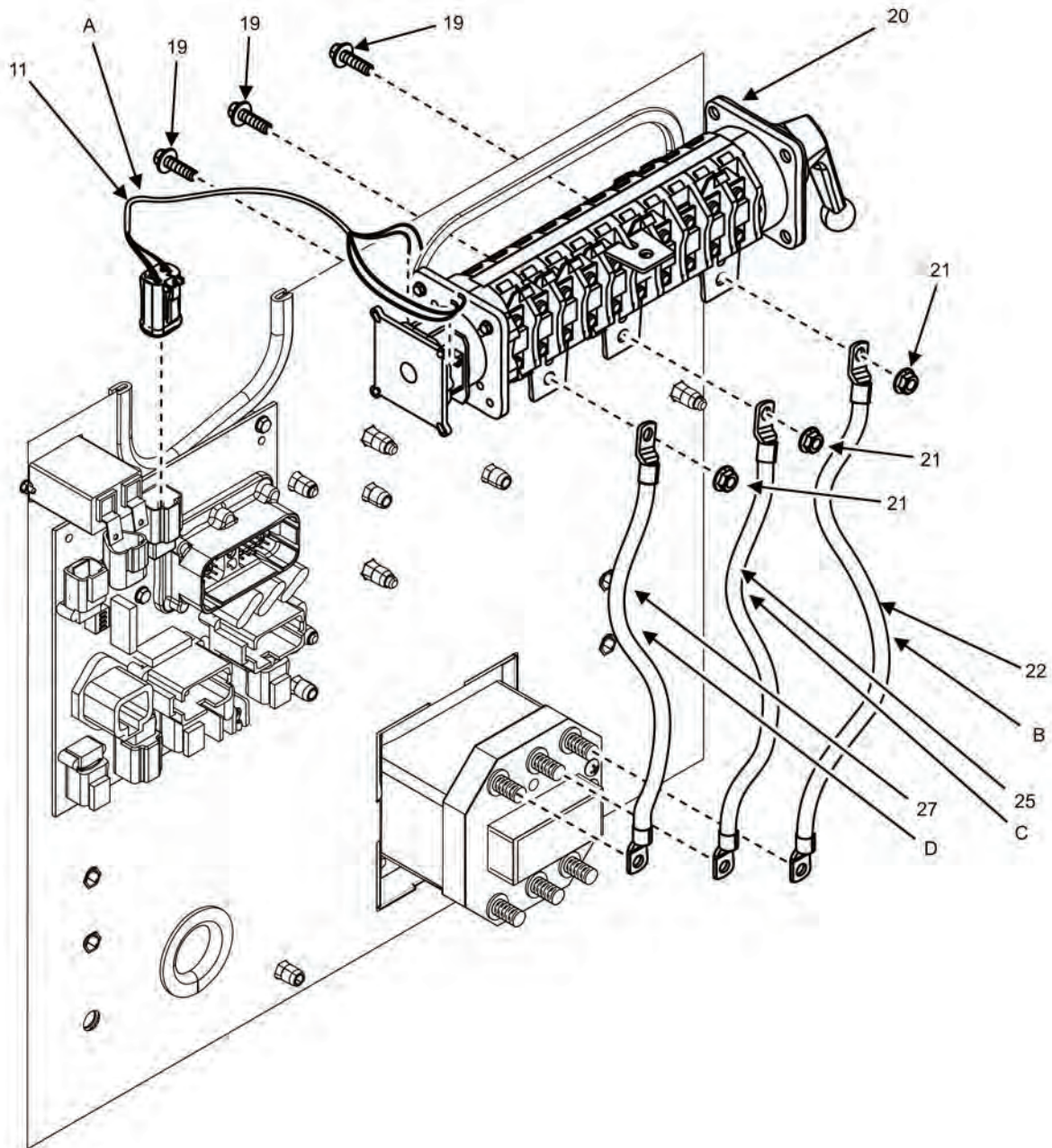


Figure 17. Voltage Selection Switch (Sheet 2 of 6).

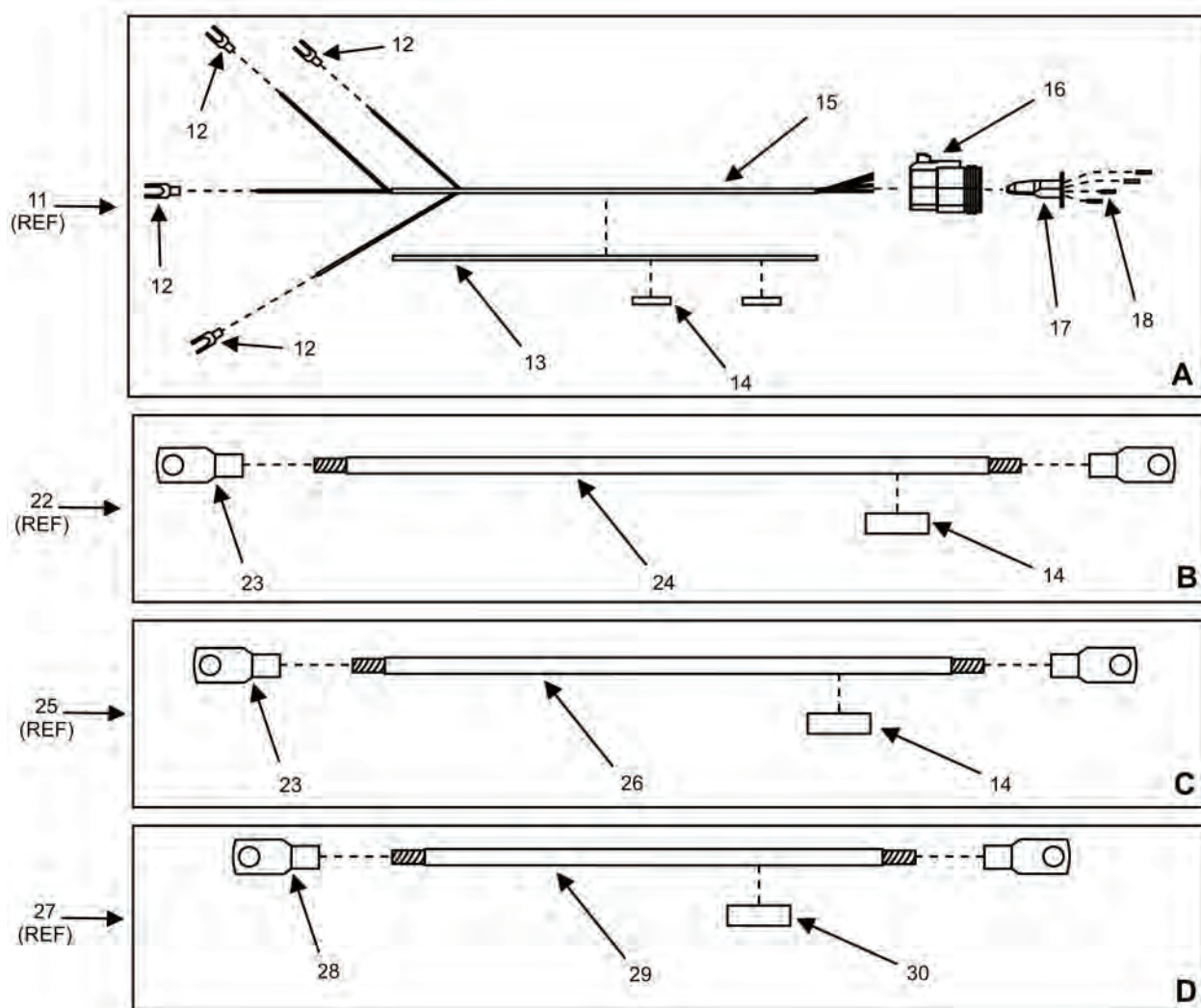


Figure 17. Voltage Selection Switch (Sheet 3 of 6).

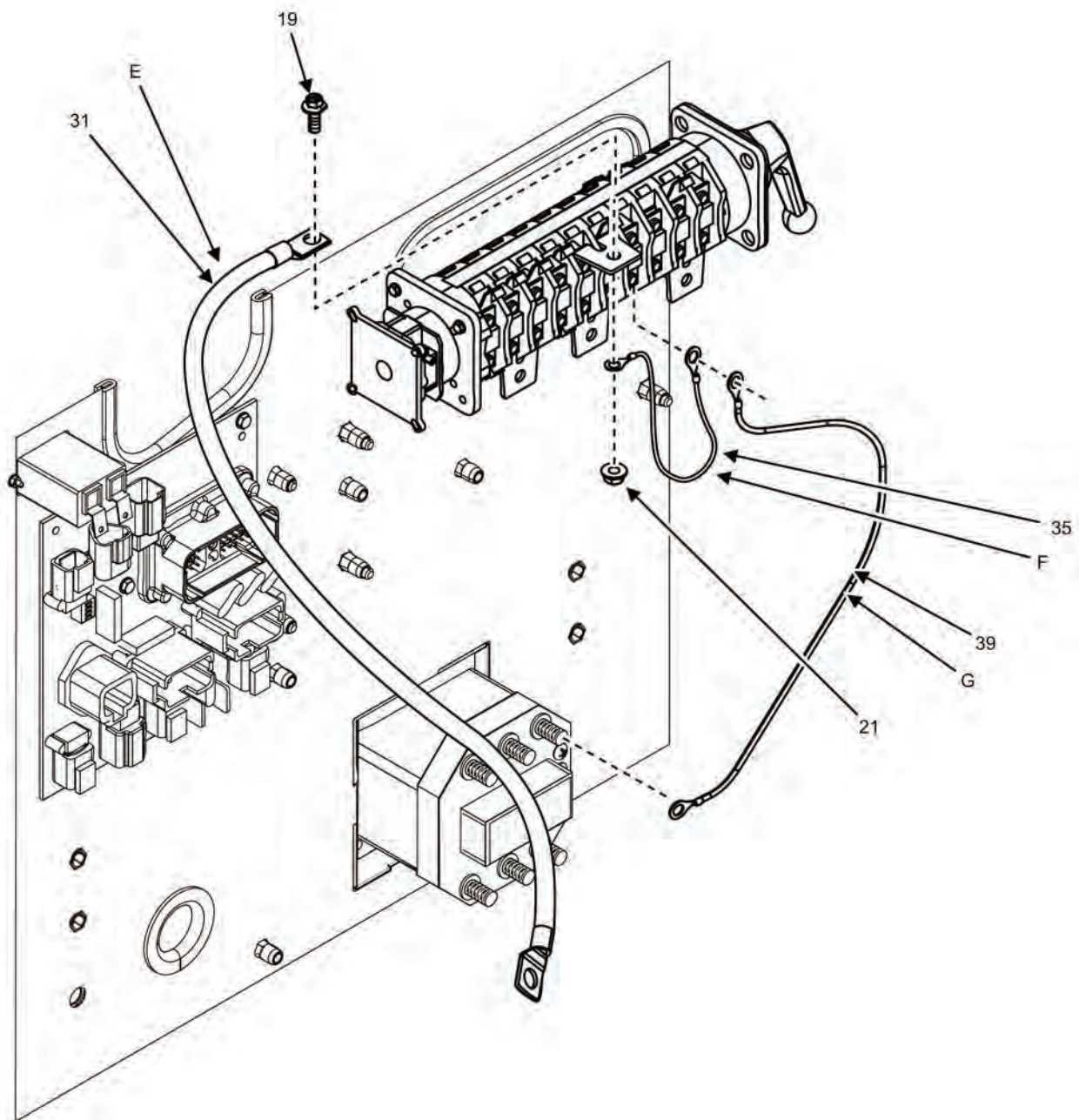


Figure 17. Voltage Selection Switch (Sheet 4 of 6).

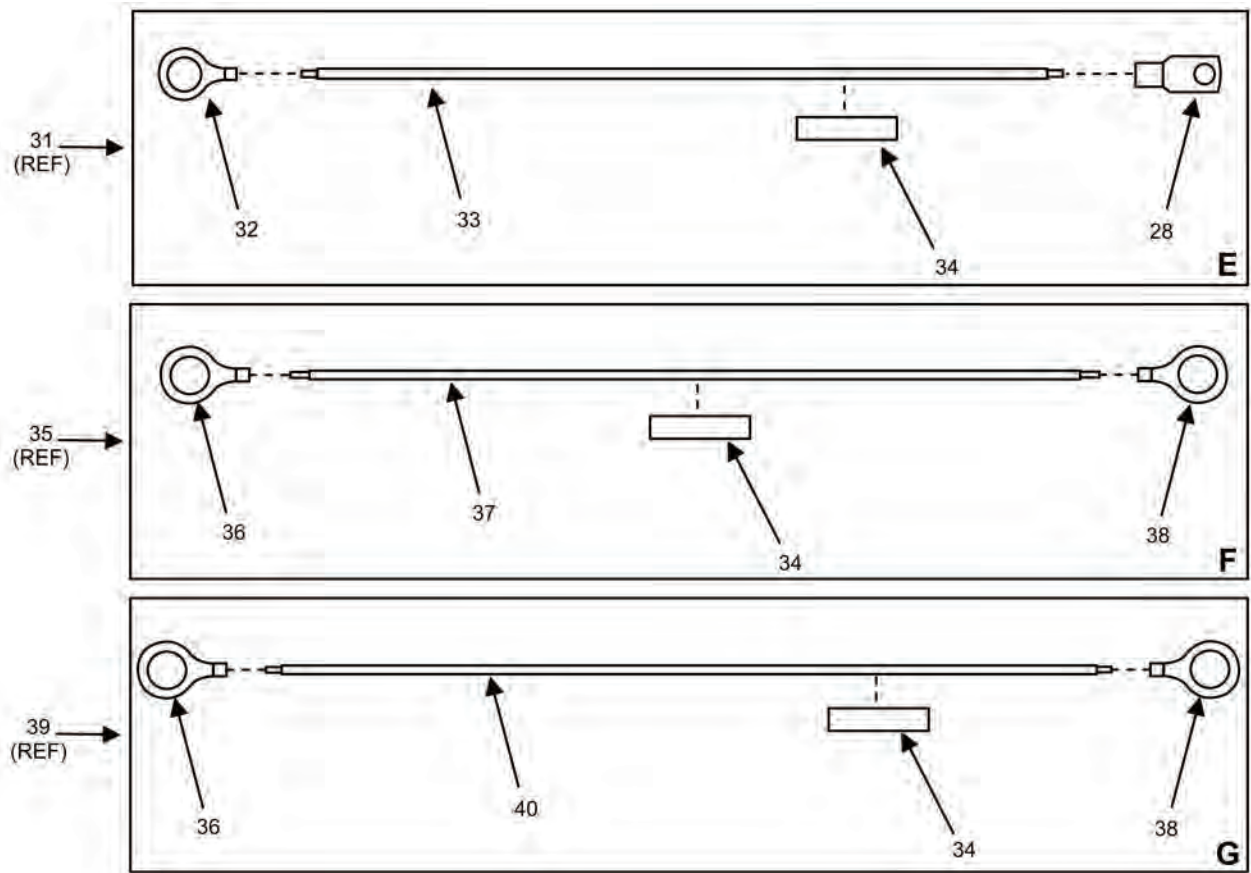


Figure 17. Voltage Selection Switch (Sheet 5 of 6).

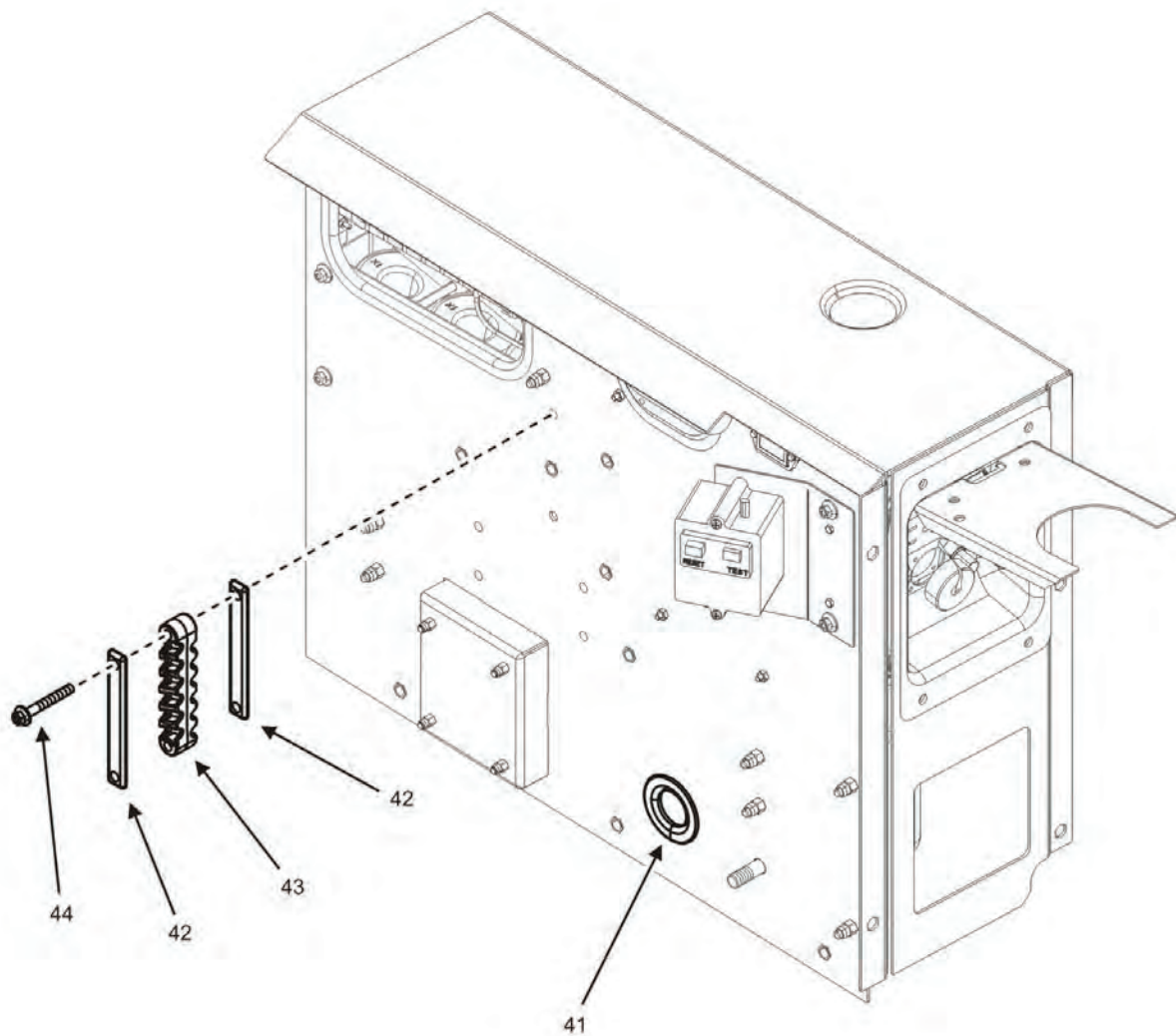


Figure 17. Voltage Selection Switch (Sheet 6 of 6).

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 0803	
								FIG. 17 VOLTAGE SELECTION SWITCH	
1	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-20902-1	.EDGING (MAKE FROM A3521 ON BULK ITEMS LIST AND CUT TO LENGTH 504 MM +/- 5 MM)	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M4	.NUT, HEX FLANGE M4 X 0.7	4
3	XBFZZ	XBFZZ	ZBFZZ	XBFZZ		44940	04-21152	.PLATE, SWITCH MOUNTING	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310014849183	1KWT0	085295	.WASHER, FLAT M4	4
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN931-M4X16	.SCREW, HEX HEAD	4
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN934-M3	.NUT, HEX M3 X 0.5	3
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015921168	44940	AES10M06A020W B4K 42	.SCREW, HEX FLANGE HEAD M6 X 1 X 20	2
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310993711050	KE489	DIN 125 M3	.WASHER, FLAT M3	6
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN933-M3X16	.SCREW, HEX HEAD M3 X 0/5 X 16	3
10	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20363	.BRACKET, MOUNTING	1
11	PAFFF	PAFFF	PAFFF	PAFFF	6150015860640	44940	04-20256	.WIRING HARNESS	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ		00779	55768-1	..TERMINAL, SPADE M4, 22-16 AWG	4
13	MFFZZ	MFFZZ	MFFZZ	MFFZZ		3SXL3	55PP02872757640 064	..INSULATION SLEEVING (CUT TO LENGTH AS NEEDED FROM 55PP028727576 40064 ON BULK ITEMS LIST)	1
14	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..LAMINANT, LABEL	4
15	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-20-10	..STRAND, WIRE (CUT TO LENGTH 334 MM + 25MM AS NEEDED FROM 3271-20-10 ON BULK ITEMS LIST)	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014846537	11139	DT06-4S	..CONNECTOR, PLUG 4 PIN	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014830852	11139	W4S	..CONNECTOR, RECEPTACLE	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012036687	45152	2ER654	..CONTACT, ELECTRICAL	4

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016W B4K 42	.SCREW, HEX FLANGE HEAD M6 X 1 X 16	4
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5930015860041	8T045	KW40-924C1-1	.SWITCH, ROTARY	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	.NUT, HEX FLANGE M6 X 1	4
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6150015860319	44940	04-20264	.LEAD, ELECTRICAL S501-M3 TO K1-C1	1
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940006553318	96906	MS20659-41	..TERMINAL, RING M6, 8 AWG	4
24	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-8-133	..WIRE, STRANDED 8 AWG (CUT TO LENGTH 273 MM + 25 MM FROM 3271-8-133 ON BULK ITEMS LIST)	1
25	PAFFF	PAFFF	PAFFF	PAFFF	6150015860351	44940	04-20263	.LEAD, ELECTRICAL S501-M2 TO K1-B1	1
26	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-8-133	.. WIRE, STRANDED 8 AWG (CUT TO LENGTH 244 MM + 25 MM, FROM 3271-8-133 ON BULK ITEMS LIST)	1
27	PAFFF	PAFFF	PAFFF	PAFFF	6150015860087	44940	04-20262	.LEAD, ELECTRICAL S501-M1 TO K1-A1	1
28	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940008990260	96906	MS20659-9	..TERMINAL, RING M6, 6 AWG	3
29	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-6-133	..WIRE, STRANDED 6 AWG (CUT TO LENGTH 249 MM + 25 MM, FROM 3271-6-133 ON BULK ITEMS LIST)	1
30	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG22T2-100B	..LAMINATE, LABEL	1
31	PAFFF	PAFFF	PAFFF	PAFFF	6150015861850	44940	04-20266	.LEAD, ELECTRICAL NEUTRAL	1
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940005045877	00779	36808	..TERMINAL, RING M12, 6 AWG	1
33	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-6-133	..STRAND, WIRE (CUT TO LENGTH 420 MM + 25 MM, FROM 3271-6-133 ON BULK ITEMS LIST)	1
34	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG9T3-100B	..LAMINATE, LABEL	3

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
35	PAFFF	PAFFF	PAFFF	PAFFF		44940	04-21614-1	.LEAD, ELECTRICAL JUMPER	1
36	PAFZZ	PAFZZ	PAFZZ	PAFZZ		00779	55936-2	..TERMINAL, RING M6, 22-16 AWG	2
37	MFFZZ	MFFZZ	MFFZZ	MFFZZ	4010015906749	0X4C9	3271-16-26	..STRAND, WIRE 16 AWG (CUT TO LENGTH 140MM +/- 12 MM FROM 3271- 16-26 ON BULK ITEMS LIST)	1
38	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940006172896	00779	36160	..TERMINAL, RING	2
39	PAFFF	PAFFF	PAFFF	PAFFF	6150015926641	44940	04-21614-2	.LEAD, ELECTRICAL JUMPER	1
40	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-16-26	..STRAND, WIRE 16 AWG (CUT TO LENGTH 500MM +/- 12 MM FROM 3271- 16-26 ON BULK ITEMS LIST)	1
41	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-20902-5	.EDGING (MAKE FROM A3521 ON BULK ITEMS LIST AND CUT TO LENGTH 110 MM +/- 3 MM)	1
42	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20174	.RETAINER, WIRE	2
43	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20173	.RETAINER, WIRE	1
44	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A045W B4K 42	.SCREW, HEX FLANGE HEAD M6 X 1 X 45	2
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
HOUR METER REPAIR PARTS LIST

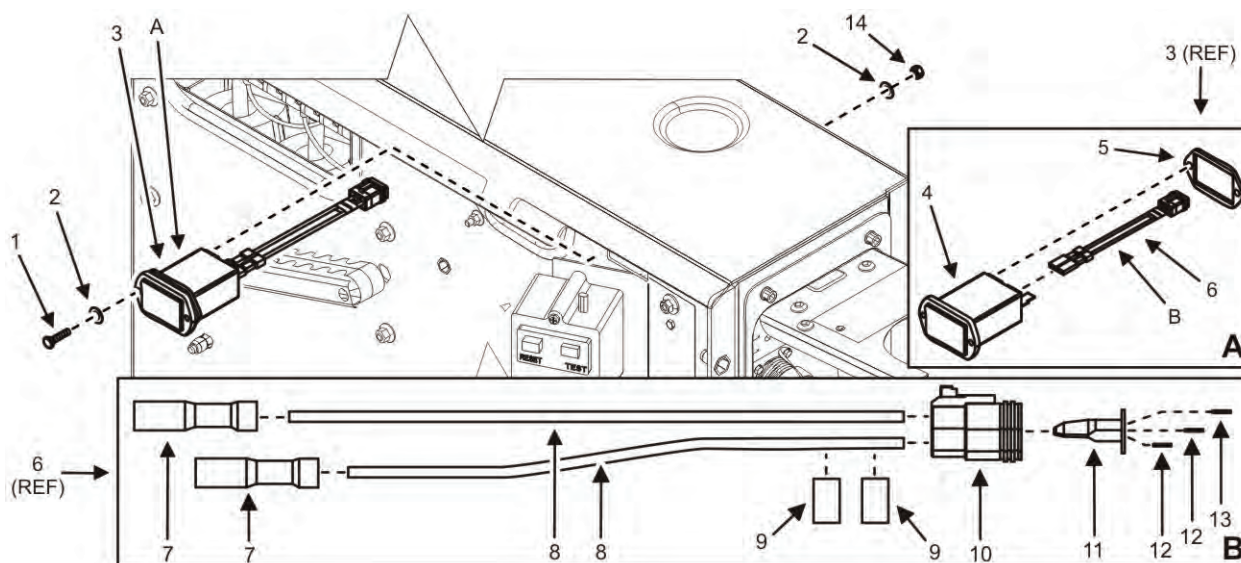


Figure 18. Hour Meter.

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 0804									
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN933-M3X16	FIG. 18 HOUR METER .SCREW, HEX HEAD M3 X 0.5	2
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310993711050	KE489	DIN 125 M3	.WASHER, FLAT M3	4
3	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20232	.HOUR METER ASSEMBLY	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6645013929615	74400	085094-12	.METER, TIME	1
5	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5330015894667	74400	81683	..GASKET	1
6	PAFFF	PAFFF	PAFFF	PAFFF	6150015860411	44940	04-20453	..WIRING HARNESS	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015860213	30554	88-20275-3	...TERMINAL, DISCONNECT	2
8	MFFZZ	MFFZZ	MFFZZ	MFFZZ	4010015906749	0X4C9	3271-16-26	...WIRE, STRANDED 16 AWG (CUT TO LENGTH 172.3MM +/-3MM FROM 3271-16-26 FROM BULK ITEMS LIST)	1
9	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	...LAMINATE, LABEL	2
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015238855	11139	DT06-3S	...CONNECTOR, PLUG 3 PIN	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935011741235	11139	114017	...PLUG, END SEAL, ELECTRICAL SIZE 12, 16	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012036687	45152	2ER654	...CONTACT, ELECTRICAL, 22-16 AWG	2
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014708342	11139	W3S	...POLORIZING KEY, ELECTRICAL	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN934-M3	.NUT, HEX M3 X 0.5	2
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
CONVENIENCE RECEPTACLE REPAIR PARTS LIST

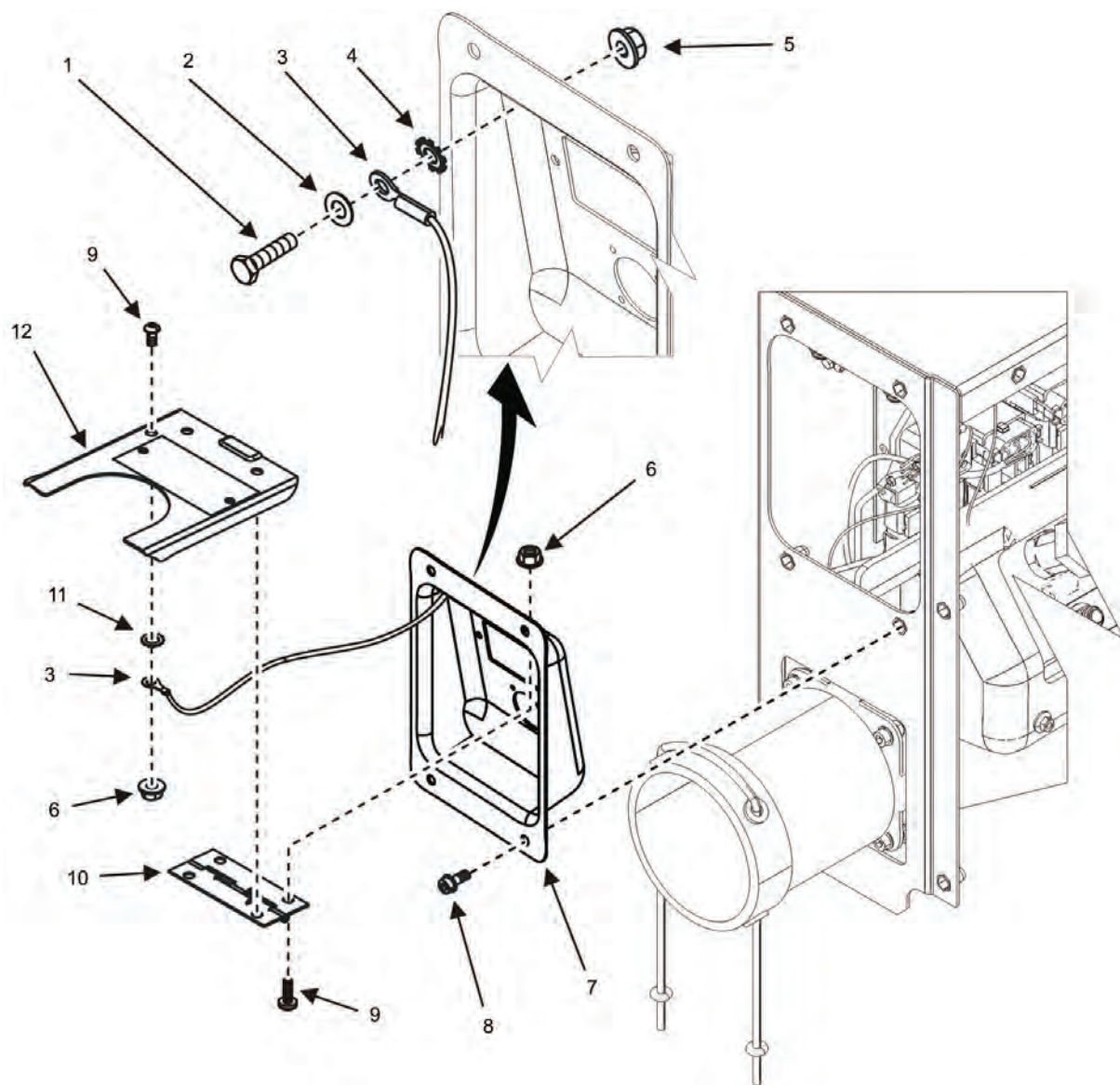


Figure 19. Convenience Receptacle (Sheet 1 of 5).

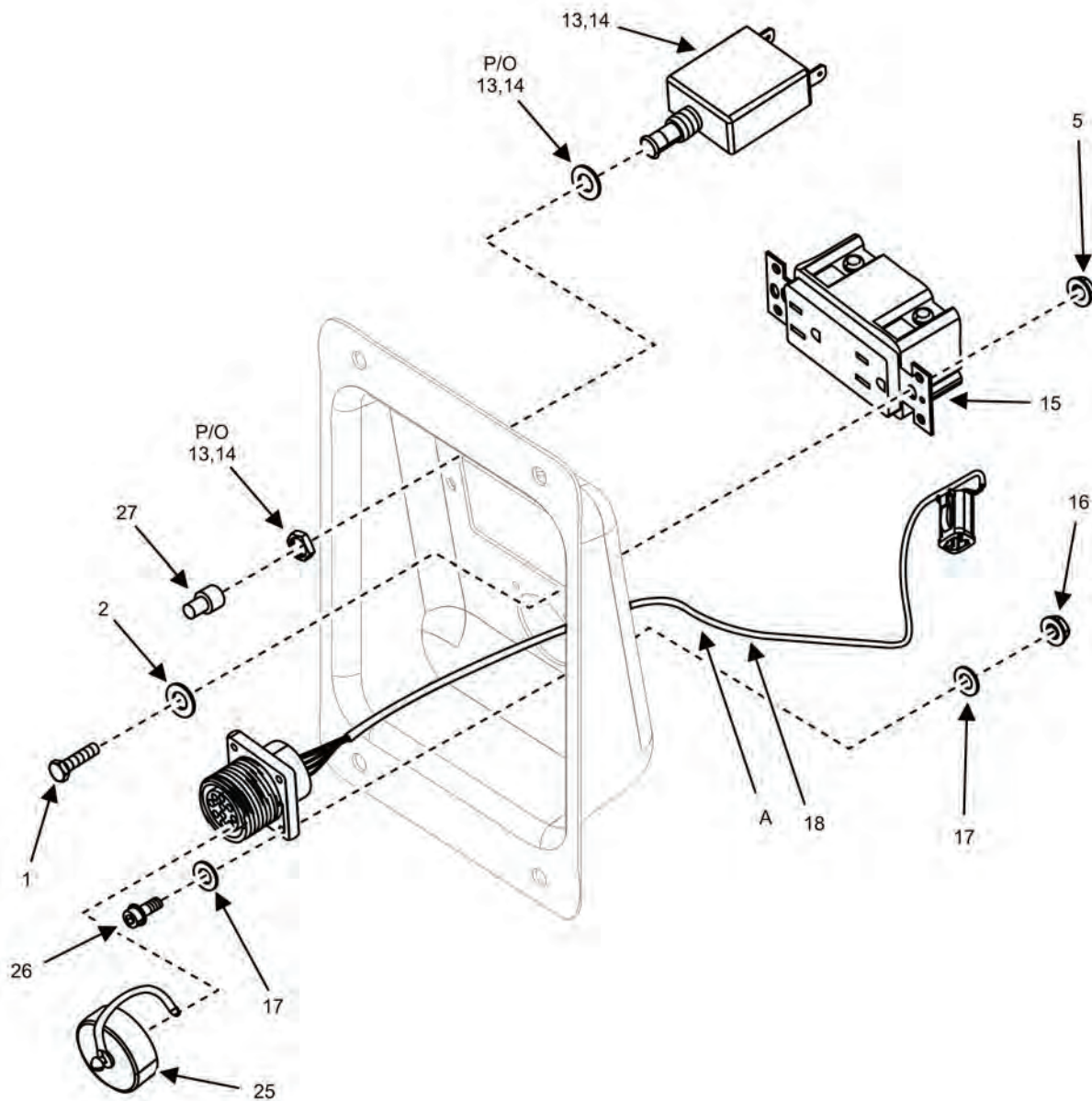


Figure 19. Convenience Receptacle (Sheet 2 of 5).

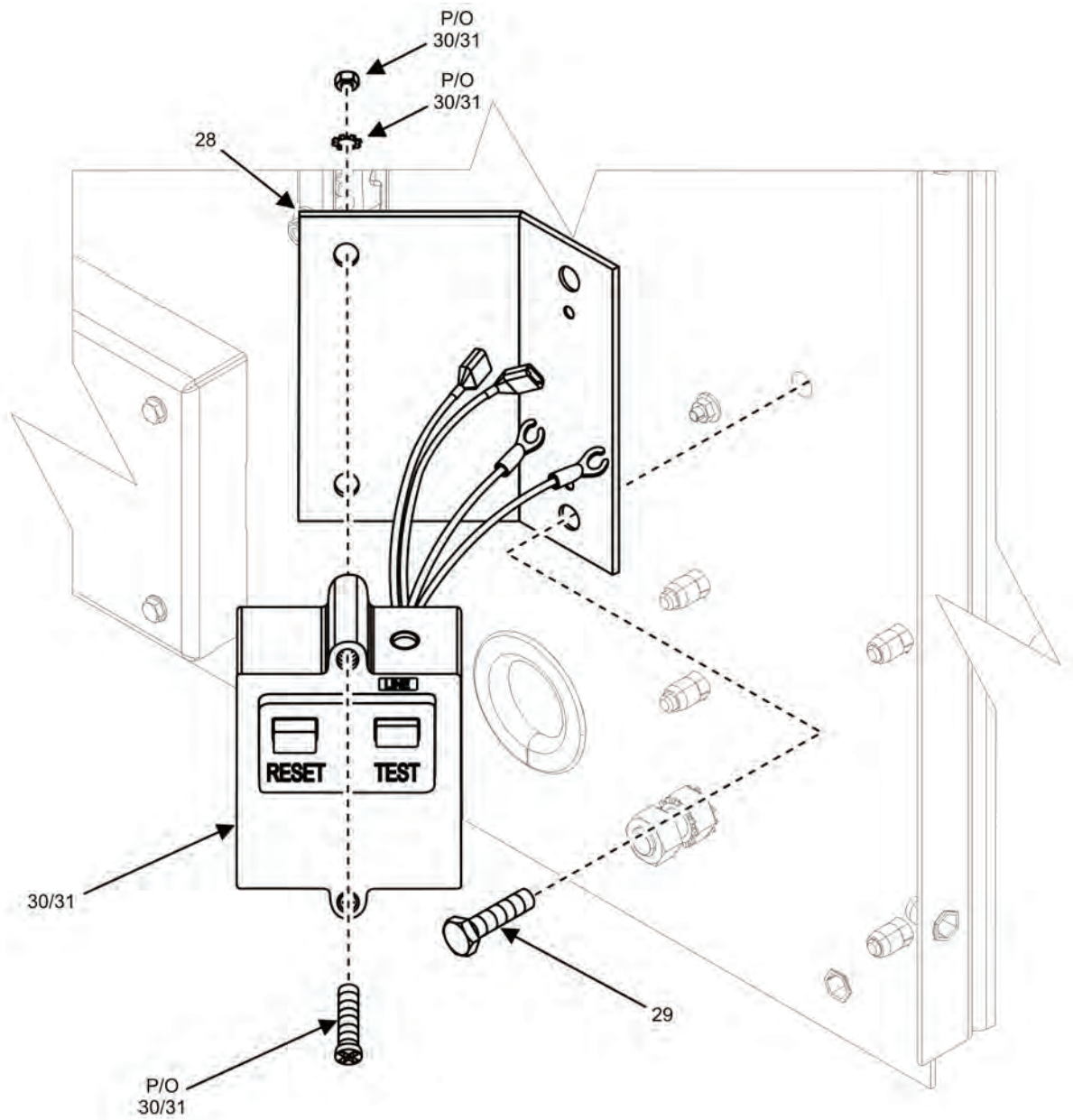


Figure 19. Convenience Receptacle (Sheet 3 of 5).

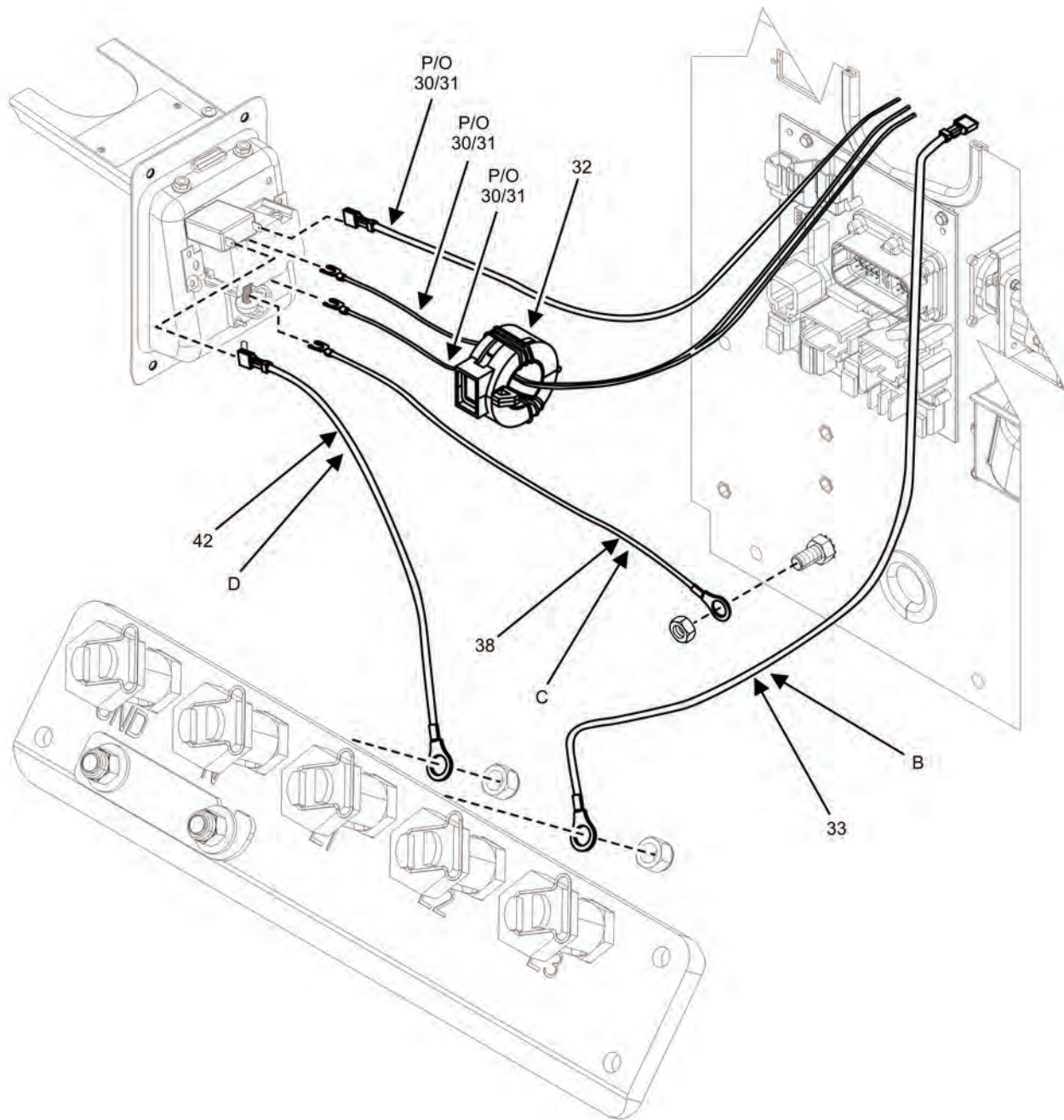


Figure 19. Convenience Receptacle (Sheet 4 of 5).

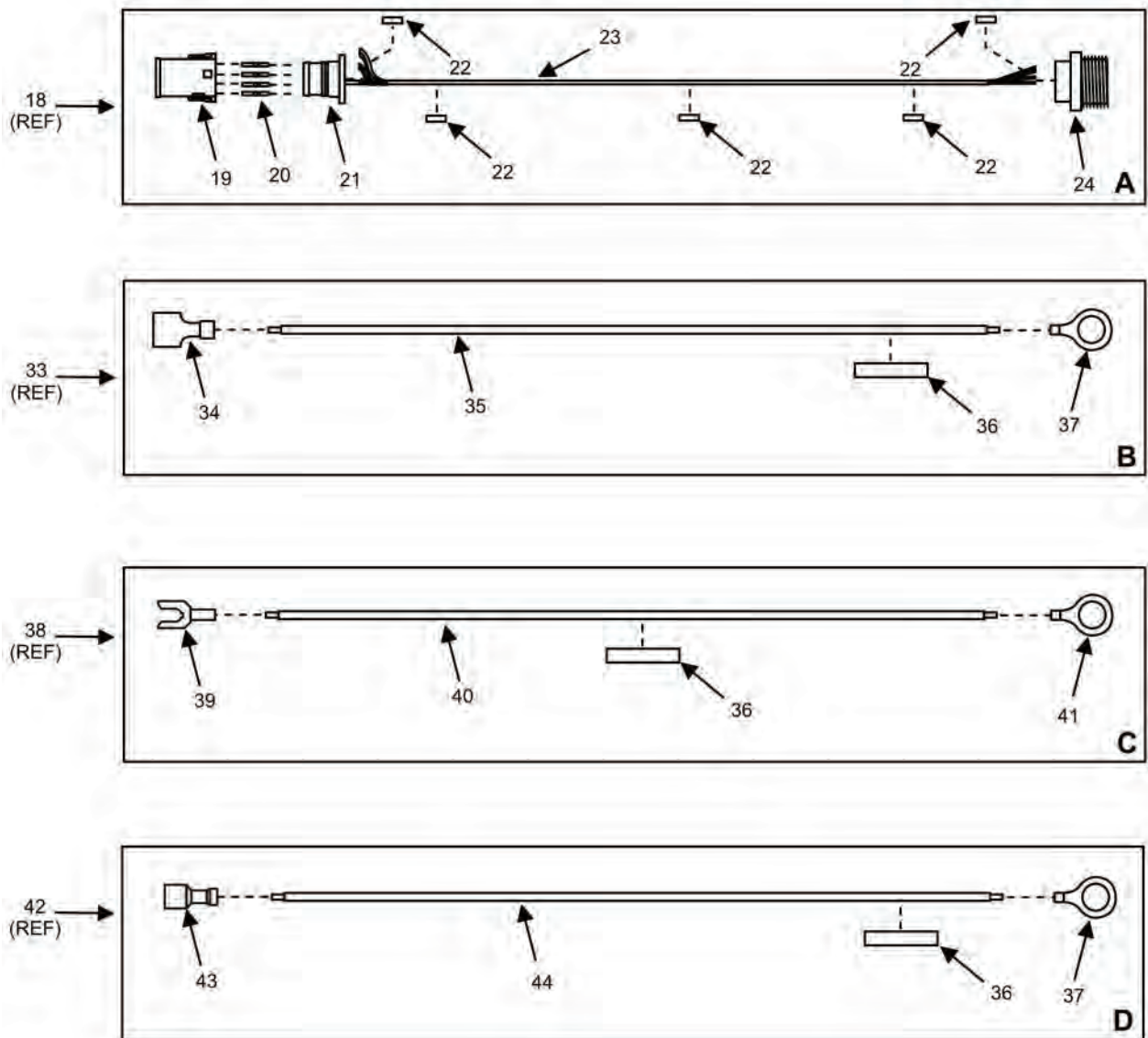


Figure 19. Convenience Receptacle (Sheet 5 of 5).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0805	
								FIG. 19 CONVENIENCE RECEPTACLE	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN931-M4X16	.SCREW, HEX HEAD (M4X16)	3
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN125-M4	.WASHER, FLAT M4	3
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21318-1	.STRAP, ELECTRICAL GROUND	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW13X164000GD5A21	.WASHER, LOCK #8 EXT TOOTH	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M4	.NUT, HEX FLANGE (M4X0.7)	3
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	.NUT, HEX FLANGE (M6X1)	5
7	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20246	.HOUSING, RECEPTACLE GFI BOX	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		4M343	44832	.SCREW, FLANGE HEAD	4
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN7380A2-M6X12	.SCREW, SOCKET HEAD BUTTON (M6X1X12)	5
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015933798	44940	04-20732	.HINGE, DOOR, SPRING LOADED CLOSED	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW13X250000GD5A21	.WASHER, LOCK 1/4 EXT TOOTH	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015878549	44940	04-20248	.PANEL, DOOR	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5925015860232	82647	PR11-62-15.0A-XX-V	.BREAKER, CIRCUIT 15A, 50/60HZ UOC: 98G	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5925015954319	82647	PR11-42-15.0A-XX-V	.BREAKER, CIRCUIT 15A, 400HZ UOC: 98H	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015956861	74545	DR20BLKWRTTR	.RECEPTACLE, DUPLEX	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN934-M3	.NUT, HEX (M3X0.5)	4
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310993711050	44940	DIN125-M3	.WASHER, FLAT M3	8
18	PAFFF	PAFFF	PAFFF	PAFFF	6150015860561	44940	04-20255	.CABLE ASSEMBLY (P502 TO J522)	1
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014846537	11139	DT06-4S	..CONNECTOR, PLUG (4 PIN)	1
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012036687	45152	2ER654	..CONTACT, SOCKET, (22-16 AWG)	4
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014830852	11139	W4S	..WEDGE, PLUG (4 PIN)	1
22	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..LAMINATE, LABEL COVER	11
23	MFFZZ	MFFZZ	MFFZZ	MFFZZ	6145012521449	16428	89418	..CABLE, SHIELDED (4 CONDUCTOR CUT TO LENGTH 339MM +/- 25MM FROM 89418 ON BULK ITEMS LIST)	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015906702	44940	MS3102R18-19SN	..CONNECTOR, PLUG (MS3102R18-19S)	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015901601	44940	MS25043-18D	..COVER, ELECTRICAL CONNECTOR MS25043-18DW	1
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN933-M3X16	..SCREW, HEX HEAD (M3X0.5X16)	4
27	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5930015900170	97539	1231/72	..BOOT, TERMINAL CIRCUIT BREAKER	1
28	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21674	..BRACKET, MOUNTING, RELAY UOC: 98H	1
29	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K42	..SCREW, HEX FLANGE (M6X1X16)	2
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ		60177	25960	..INTERRUPTER, GROUND FAULT 400HZ	1
31	PAFZZ	PAFZZ	PAFZZ	PAFZZ		60177	25970	UOC: 98H ..INTERRUPTER, GROUND FAULT 50/60HZ	1
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ		2S894	240-2128-ND	UOC: 98G ..FILTER, CHOKE, GFI	1
33	PAFFF	PAFFF	PAFFF	PAFFF	6150015942384	44940	04-21704	..LEAD, ELECTRICAL RECEPTACLE NEUTRAL	1
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940011390853	30554	88-20275-4	..TERMINAL RECEPTACLE	1
35	MFFZZ	MFFZZ	MFFZZ	MFFZZ	4010015906749	0X4C9	3271-16-26	..WIRE, STRANDED (16 AWG) (MAKE FROM 3271-16-26 ON BULK ITEMS LIST CUT TO LENGTH 307 MM +/- 25)	1
36	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53421	TAG26T6-100B	..LAMINATE, LABEL COVER	3
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940006603633	81343	MS25036-155	..TERMINAL, RING 1/2 INCH RING, 16 - 14 AWG	2
38	PAFFF	PAFFF	PAFFF	PAFFF	6150015860601	44940	04-20265	..LEAD, ELECTRICAL, J100 GND TO GND	1
39	PAFZZ	PAFZZ	PAFZZ	PAFZZ		00779	52942-1	..TERMINAL, SPADE M4, 12-10 AWG	1
40	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-12-65	..WIRE, STRANDED (12 AWG) (MAKE FROM 3271-12-65 ON BULK ITEMS CUT TO LENGTH 390 MM +/- 25)	1
41	PAFZZ	PAFZZ	PAFZZ	PAFZZ		00779	130207	..TERMINAL, RING M10, 12-10 AWG	1
42	PAFFF	PAFFF	PAFFF	PAFFF	6150015861843	44940	04-20712	..LEAD, ELECTRICAL CB501 TO TB501	1
43	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015860213	30554	88-20275-3	..TERMINAL, DISCONNECT	1

(1)	(2)				(3)	(4)		(5)	(6)	(7)
ITEM NO.	ARMY	SMR AIR FORCE	CODE USMC	NAVY	NSN	CAGEC	P/N		DESCRIPTION AND UOC	QTY.
44	MFFZZ	MFFZZ	MFFZZ	MFFZZ	4110015906749	0X4C9	3271-16-26		..WIRE, STRANDED (16 AWG) (MAKE FROM 3271-16-26 ON BULK ITEMS LIST CUT TO LENGTH 414 MM + 25) END OF FIGURE	1

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
TRANSFORMERS REPAIR PARTS LIST

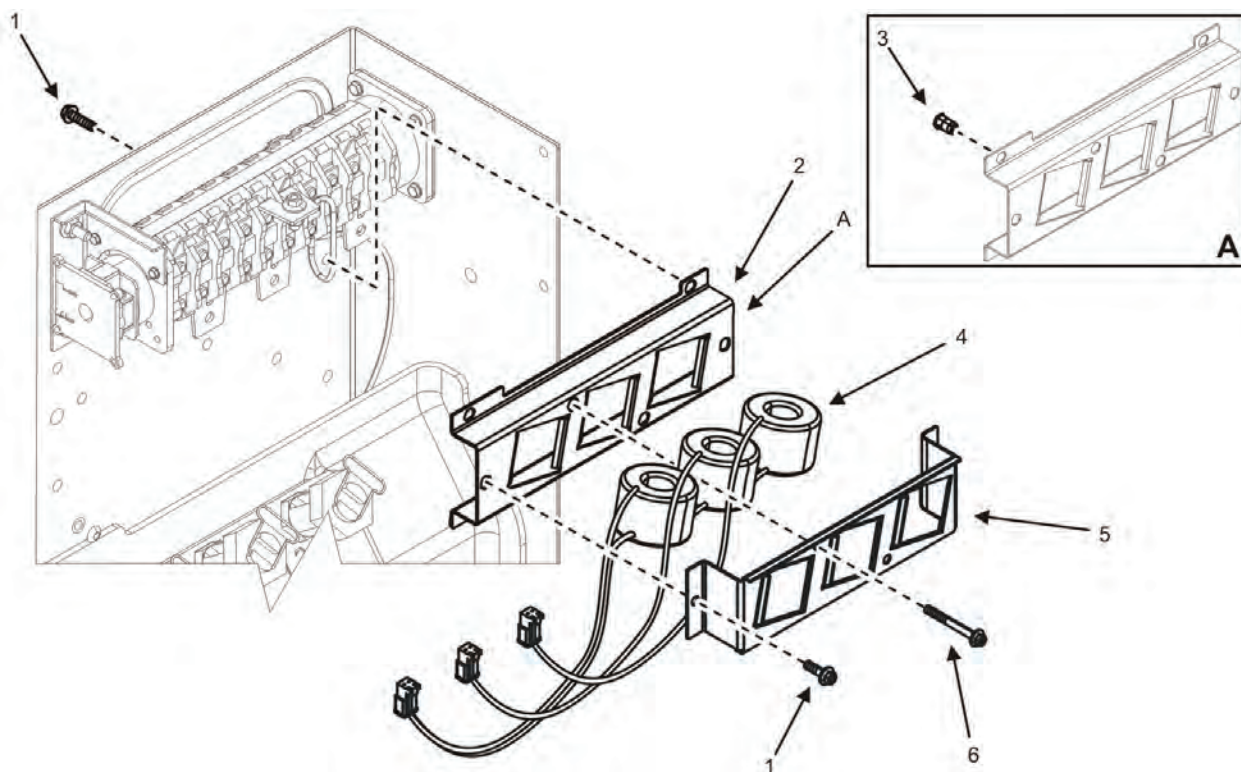


Figure 20. Transformers.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0806 FIG. 20 TRANSFORMERS	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015921168	44940	AES10M06A0 20WB4K 42	.SCREW, HEX FLANGE HEAD M6 X 1 X 20	6
2	XBFFF	XBFFF	XBFFF	XBFFF		44940	04-20292	.BRACKET, MOUNTING, BOTTOM	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015893727	3A2G6	39101-76030	..NUT, CLINCH	8
4	PBFZZ	PBFZZ	PBFZZ	PBFZZ		0SFN7	A026F119	.TRANSFORMER, CURRENT 105 AMP	3
5	XBZFZ	XBZFZ	XBFZZ	XBZFZ		44940	04-20293	.BRACKET, MOUNTING, TOP	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015963678	05047	AES10M06A0 55WB4K42	.SCREW, HEX FLANGE HEAD M6 X 1 X 55	2
END OF FIGURE									

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
PRINTED CIRCUIT BOARD MODULE REPAIR PARTS LIST**

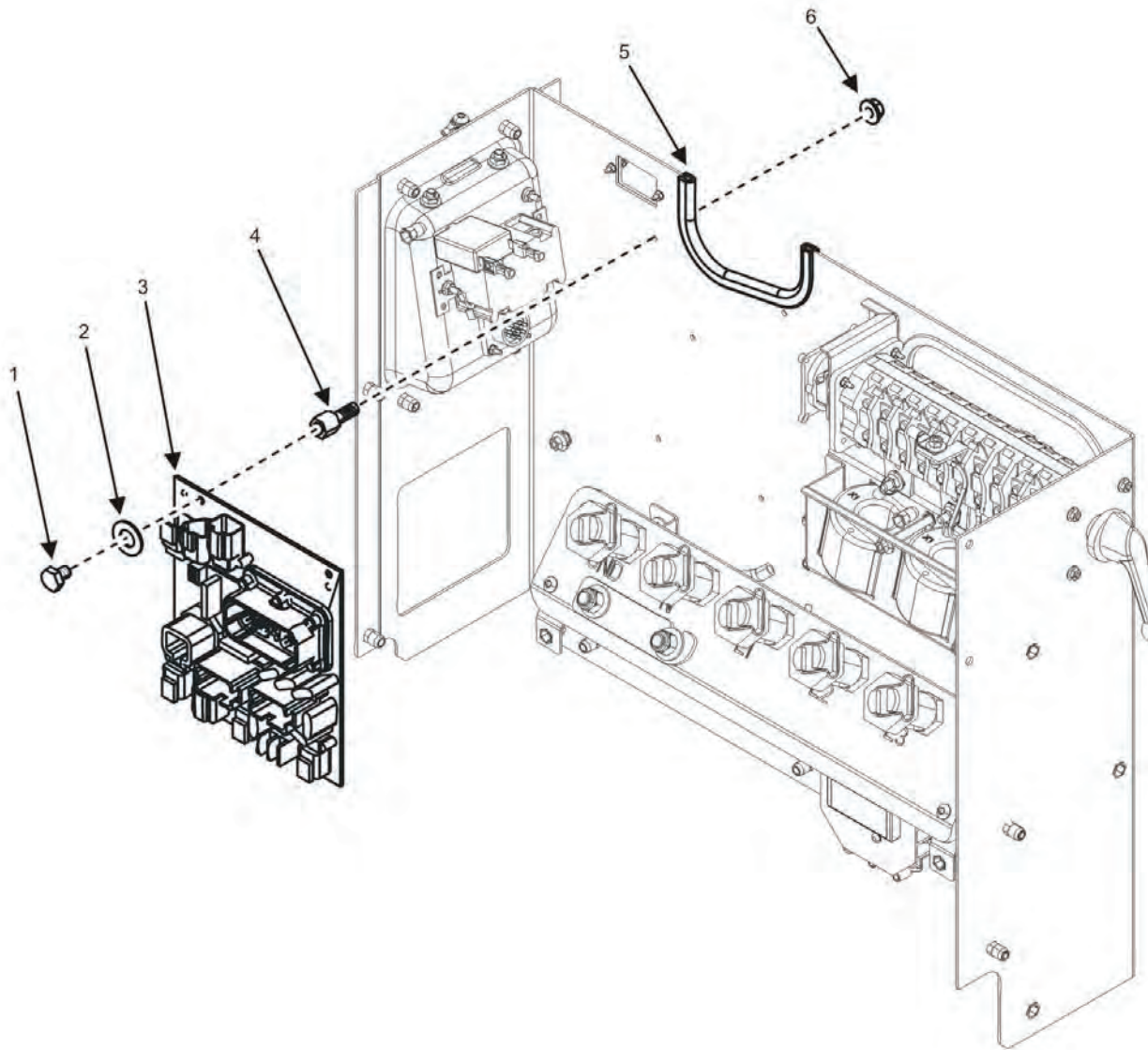


Figure 21. Printed Circuit Board Module (Sheet 1 of 3).

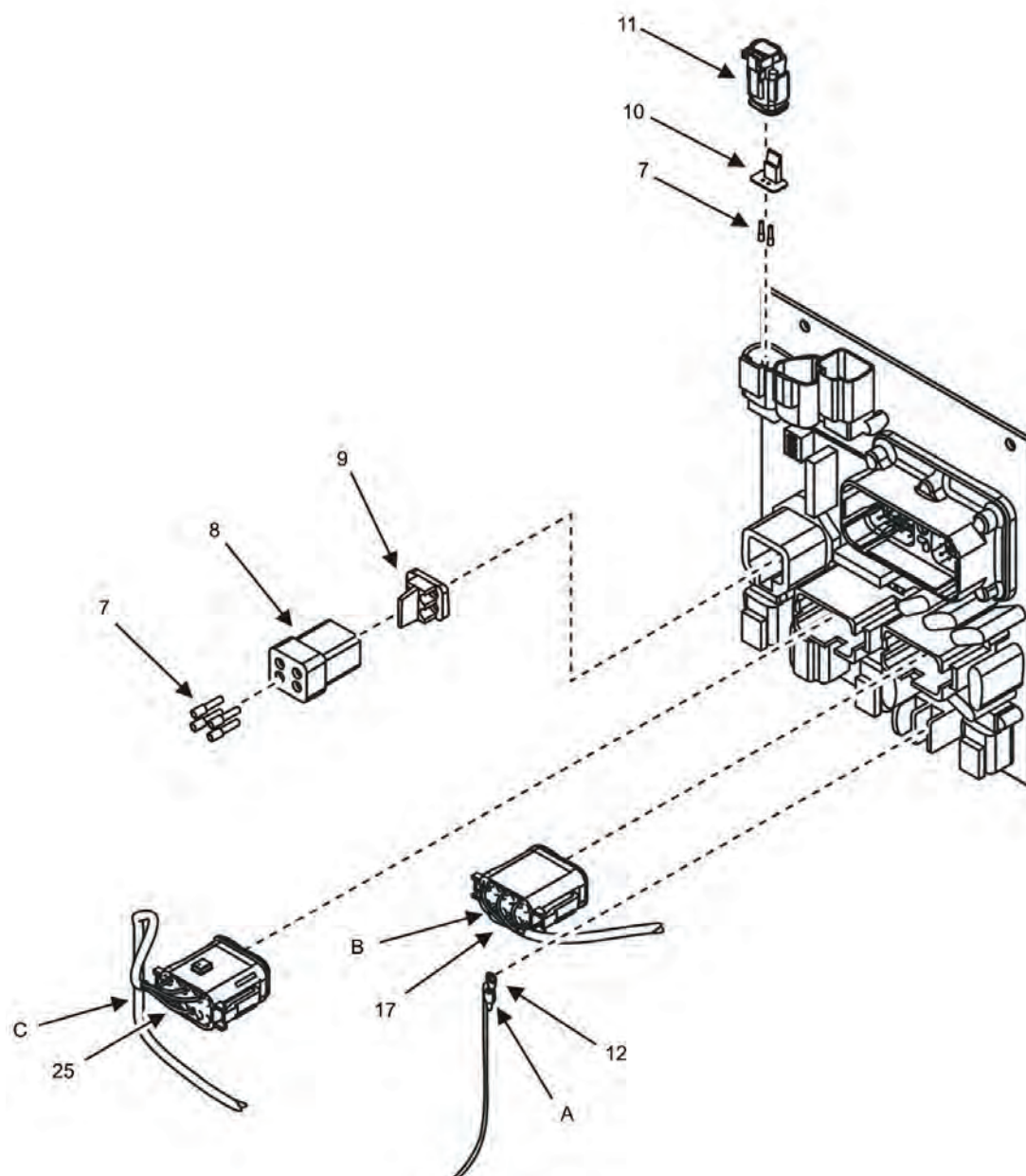


Figure 21. Printed Circuit Board Module (Sheet 2 of 3).

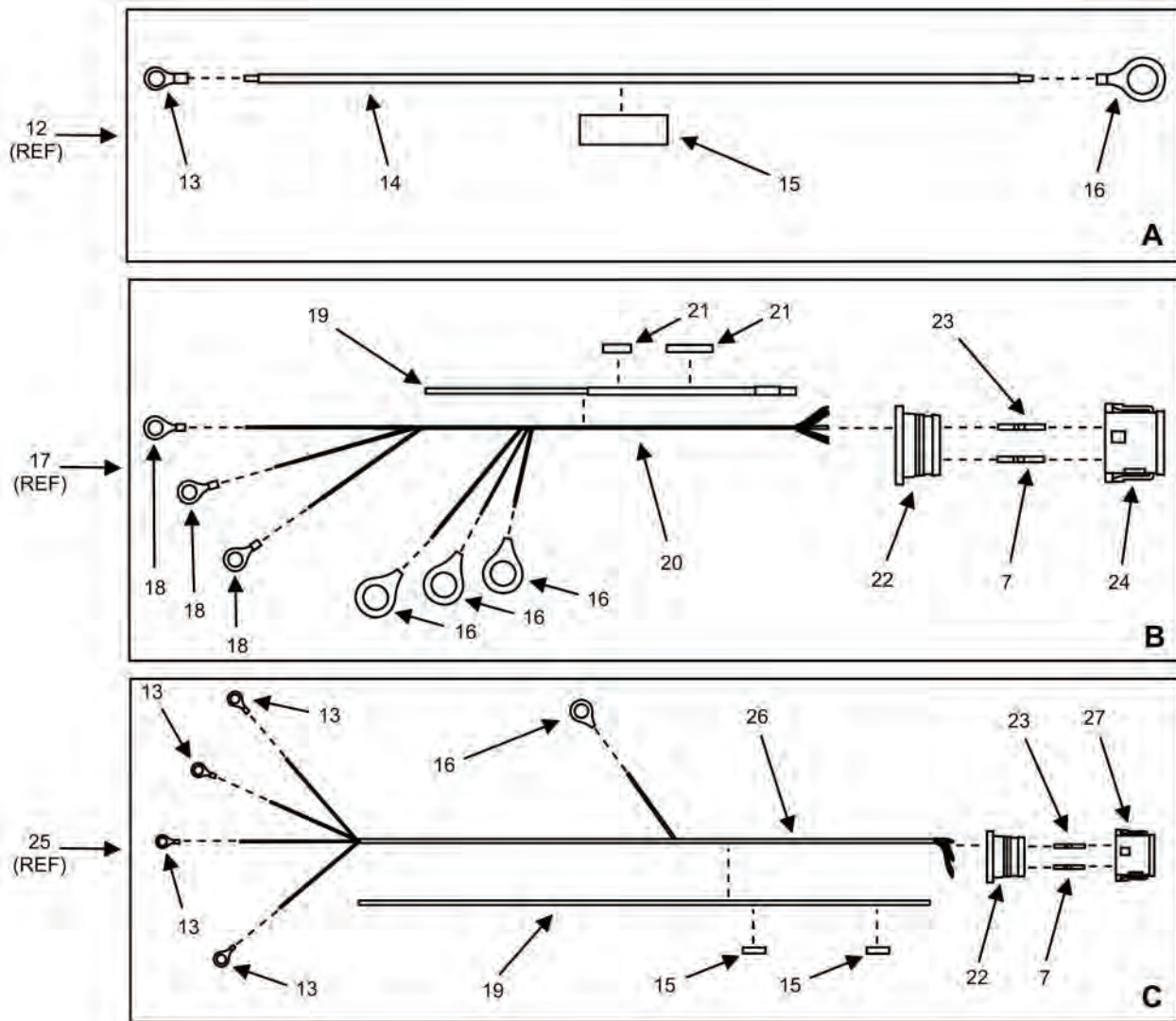


Figure 21. Printed Circuit Board Module (Sheet 3 of 3).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0807	
								FIG. 21 PRINTED CIRCUIT BOARD MODULE	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN931-M4X6	.SCREW, HEX HEAD	5
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310014849183	1KWT0	085295	.WASHER, FLAT	5
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5998015860344	44940	A026K431	.MODULE, PRINTED CIRCUIT BOARD	1
4	XBFZZ	XBFZZ	XBFZZ	XBFZZ		04729	MMF1203M06 F16M4	.SPACER, MOUNTING	5
5	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-20902-2	.EDGING (MAKE FROM A3521 ON BULK ITEMS LIST AND CUT TO LENGTH 197 MM +/- 5 MM)	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M4	.NUT, PLAIN, HEXAGON	5
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935011741235	11139	114017	.PLUG, END SEAL	19
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015224172	11139	DTP06-4S	.CONNECTOR, PLUG 4 PIN	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015121010	11139	WP-4S	.WEDGE, PLUG 4 PIN	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014468180	11139	W2S	.WEDGE, PLUG 2 PIN	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014475814	11139	DT06-2S	.CONNECTOR, PLUG 2 PIN	1
12	PAFFF	PAFFF	PAFFF	PAFFF	6150015860566	44940	04-20258	.LEAD, ELECTRICAL A2-TB511 TO GND	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940004640117	00779	36152	..TERMINAL, RING #6/M3.5, 22-16 AWG	5
14	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-16-26	..STRAND, WIRE (CUT TO LENGTH 211 MM + 25 MM FROM 3271-16-26 ON BULK ITEMS LIST)	1
15	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG26T6- 100B	..LAMINATE, LABEL	3
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940006603633	81314	MS25036-155	..TERMINAL, RING M12, 16-14 AWG	5
17	PAFFF	PAFFF	PAFFF	PAFFF	6150015860702	44940	04-20254	.HARNESS, WIRING J501 TO K1/TB501	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015981268	00779	55936-2	..TERMINAL, RING M6, 22-16 AWG	3
19	MFFZZ	MFFZZ	MFFZZ	MFFZZ		3SXL3	55PP0287275 7640064	..INSULATION SLEEVING (CUT TO LENGTH AS NEEDED FROM 55PP0287275764006 4 ON BULK ITEMS LIST)	2
20	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-16-26	..STRAND, WIRE (CUT TO LENGTH 345 MM + 25 MM OR AS NEEDED FROM 3271-16-26 ON BULK ITEMS LIST)	1
21	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG9T3-100B	..LAMINATE, LABEL	2

(1)	(2)			(3)	(4)	(5)	(6)	(7)	
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014541789	11139	W12S	..WEDGE, PLUG 12 PIN	2
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012036687	45152	2ER654	..CONTACT, SOCKET, 22-16 AWG	11
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014953353	45152	7HA302	..CONNECTOR, PLUG 12 PIN	1
25	PAFFF	PAFFF	PAFFF	PAFFF	6150015862781	44940	04-20711	..HARNESS, WIRING J511 TO K1/TB501	1
26	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-16-26	..STRAND, WIRE (CUT TO LENGTH 705 MM + 50 MM OR AS NEEDED FROM BULK ITEMS LIST, ITEM 25)	1
27	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014953346	45152	8HA889	..CONNECTOR, PLUG 12 PIN	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
POWER PLANT INSTALLATION REPAIR PARTS LIST

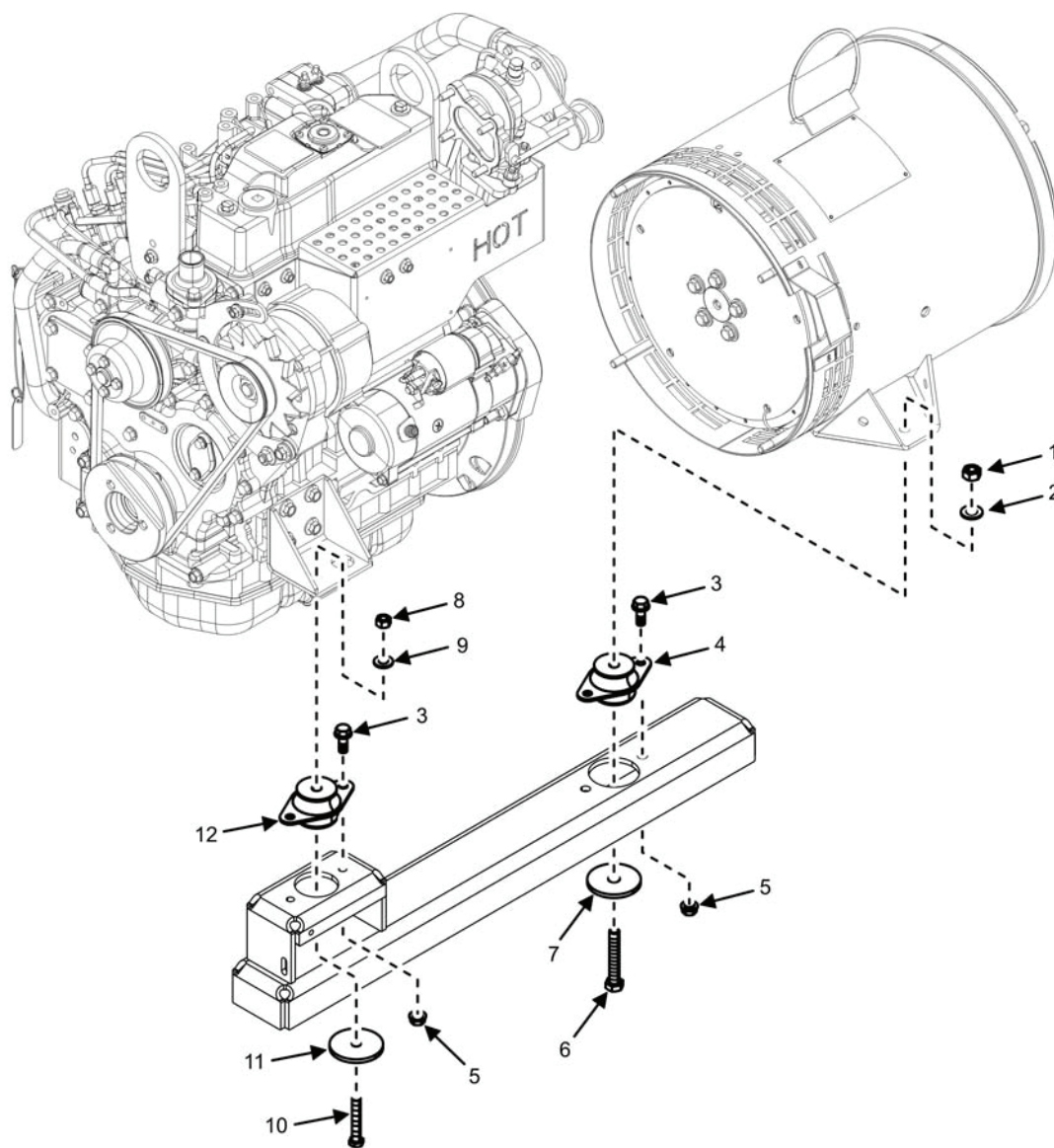


Figure 22. Power Plant Installation (Sheet 1 of 2).

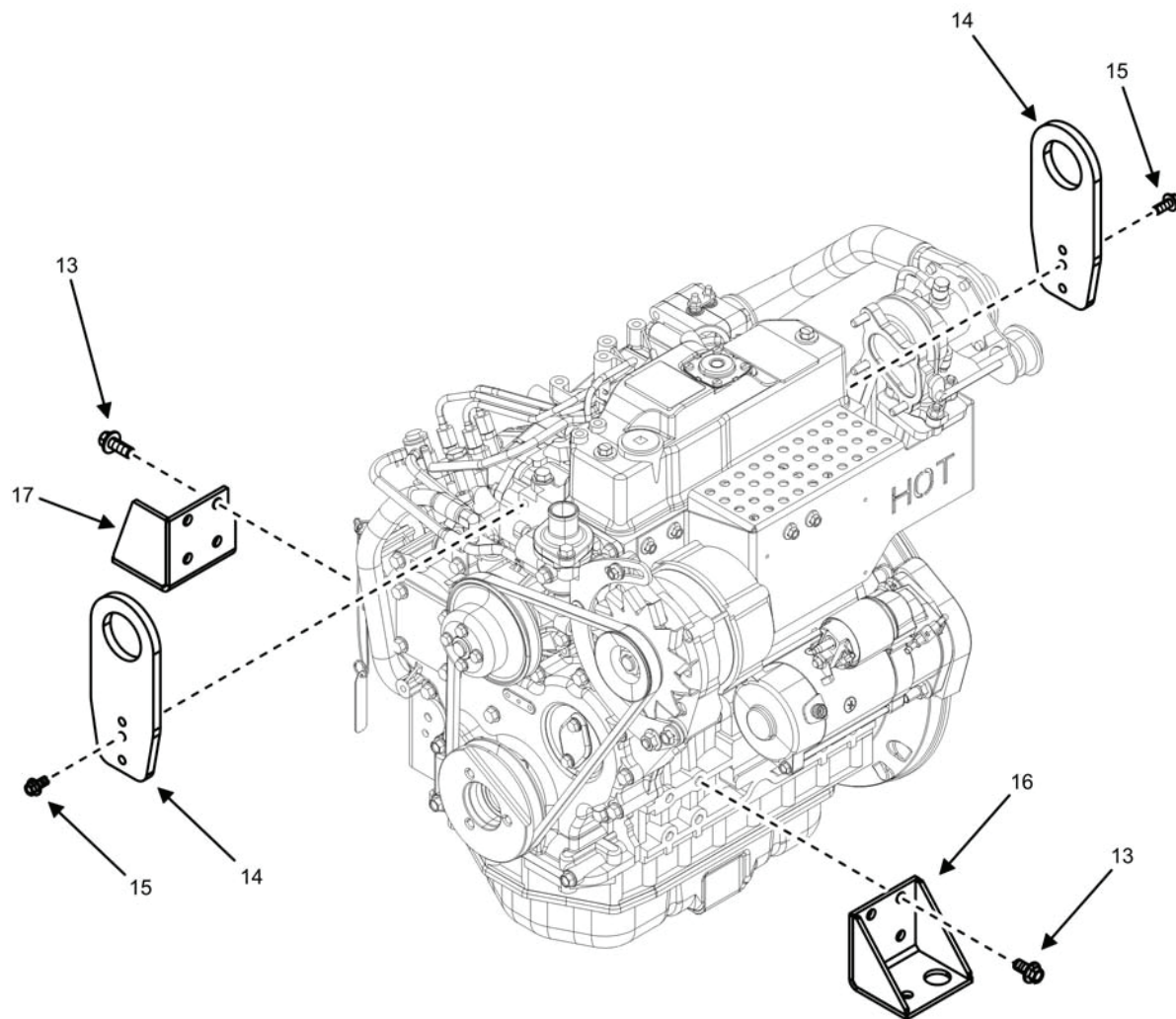


Figure 22. Power Plant Installation (Sheet 2 of 2).

(1) ITEM NO	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 09	
								FIG. 22 POWER PLANT INSTALLATI ON	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015531219	97403	1320E6382-10	.NUT, HEX (7/16-14 , GRADE 8) UOC-98G	2
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015531219	97403	1320E6382-10	.NUT, HEX (7/16-14 , GRADE 8) UOC-98H	2
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW01X500000BD6AQ 1	.WASHER, FLAT, HARDENED (1/2 INCH)	2
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M10C030WB4K 42	.SCREW, HEX FLANGE (M10 X 1.50 X 30)	8
4	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5340015966925	81860	29552-3	.ISOLATOR, VIBRATION, GENERATO R MOUNT	2
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ		2V507	92461A500	.NUT, HEX FLANGE (M10 X 1.50)	8
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015928062	05047	AEB02C500C50WA6FY 1	.BOLTMACH INE UOC- 98H	2
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015928062	05047	AEB02C500C50WA6FY 1	.BOLTMACH INE UOC- 98H	2
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-749-3	.WASHER, SNUBBING, HARDENED	2
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	13230E6382-8	.NUT, SELF- LOCKING, HEXAGON	2
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015983316	05047	AEW01X437000BD6AQ 1	.WASHER, FLAT	2
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES01C375B25WA6FY 1	.BOLT, HEX HEAD (3/8 - 16 X 2.25, GRADE 8)	2
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015860557	44940	04-20749-2	.WASHER, FLAT	2
12	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5340015903805	81860	28137-3	.ISOLATOR, VIBRATION, ENGINE MOUNT	2
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015919022	44940	AES10M10C020WB4K 42	.SCREW, HEX HEAD (M10 X 1.5 X 20)	8
14	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20344	.BRACKET, ENGINE LIFTING	2

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO	ARMY	AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M088020WB4K4 2	.SCREW, HEX FLANGE, M8 X 1.25 X 20MM	4
16	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21606	.BRACKET, ENGINE MOUNTING (LH)	1
17	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21607	.BRACKET, ENGINE MOUNTING (RH)	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
AC GENERATOR ASSEMBLY, 50/60 HZ REPAIR PARTS LIST

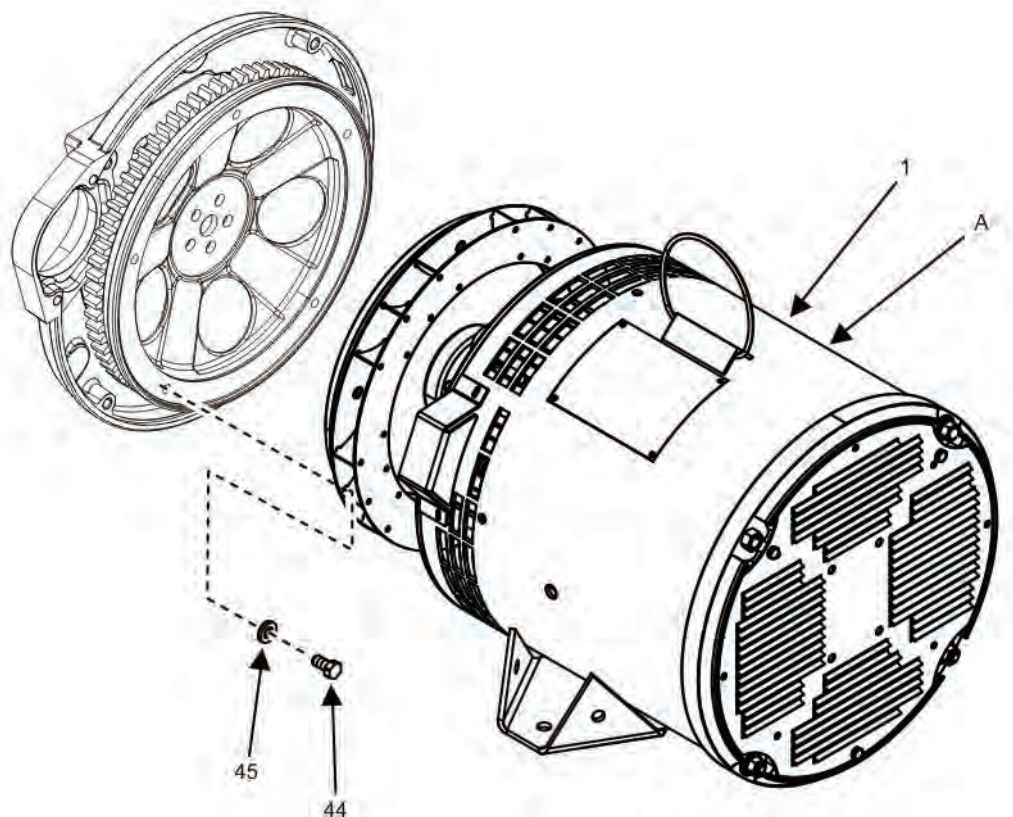


Figure 23. AC Generator Assembly, 50/60 Hz (Sheet 1 of 4).

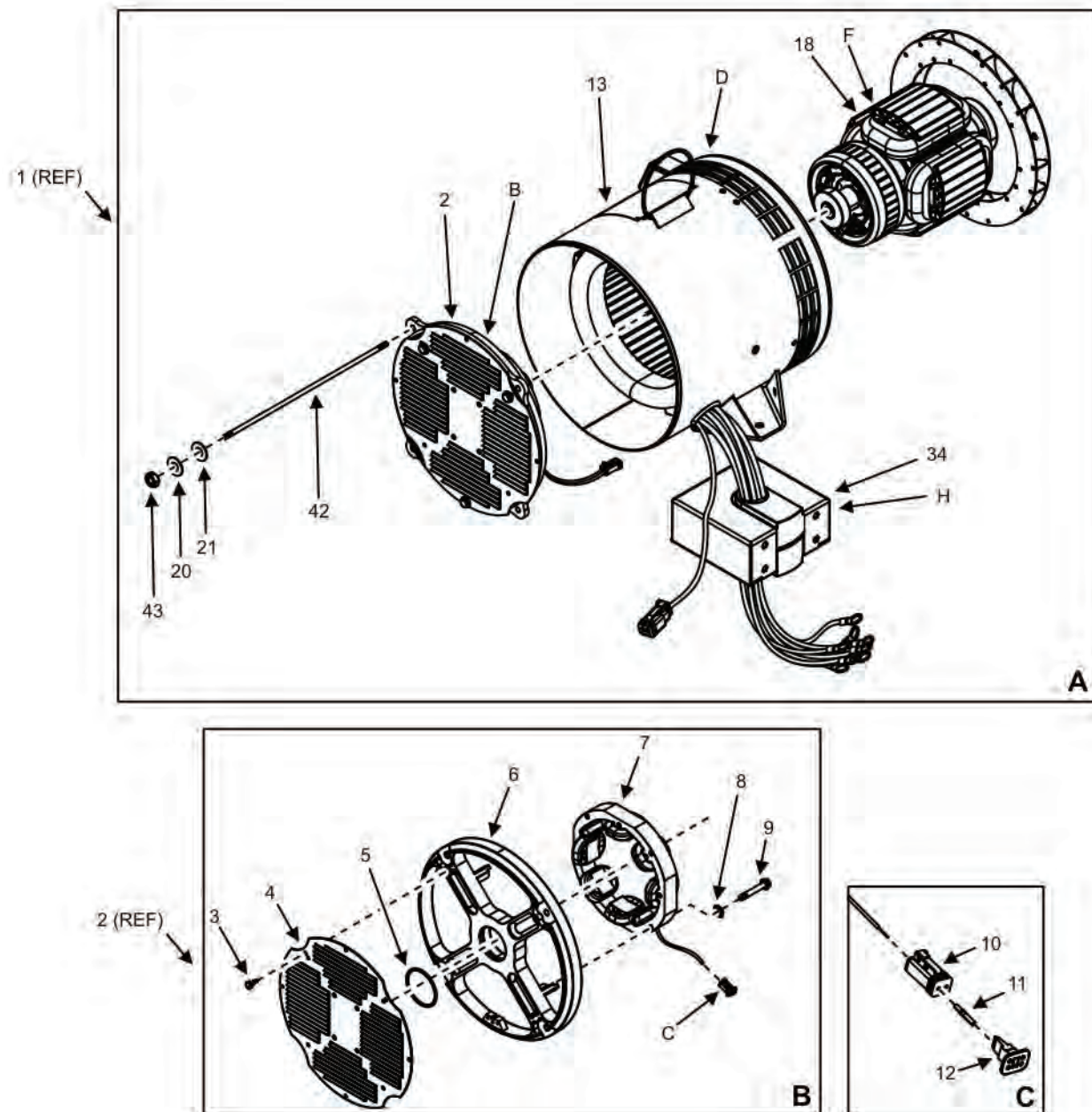


Figure 23. AC Generator Assembly, 50/60 Hz (Sheet 2 of 4).

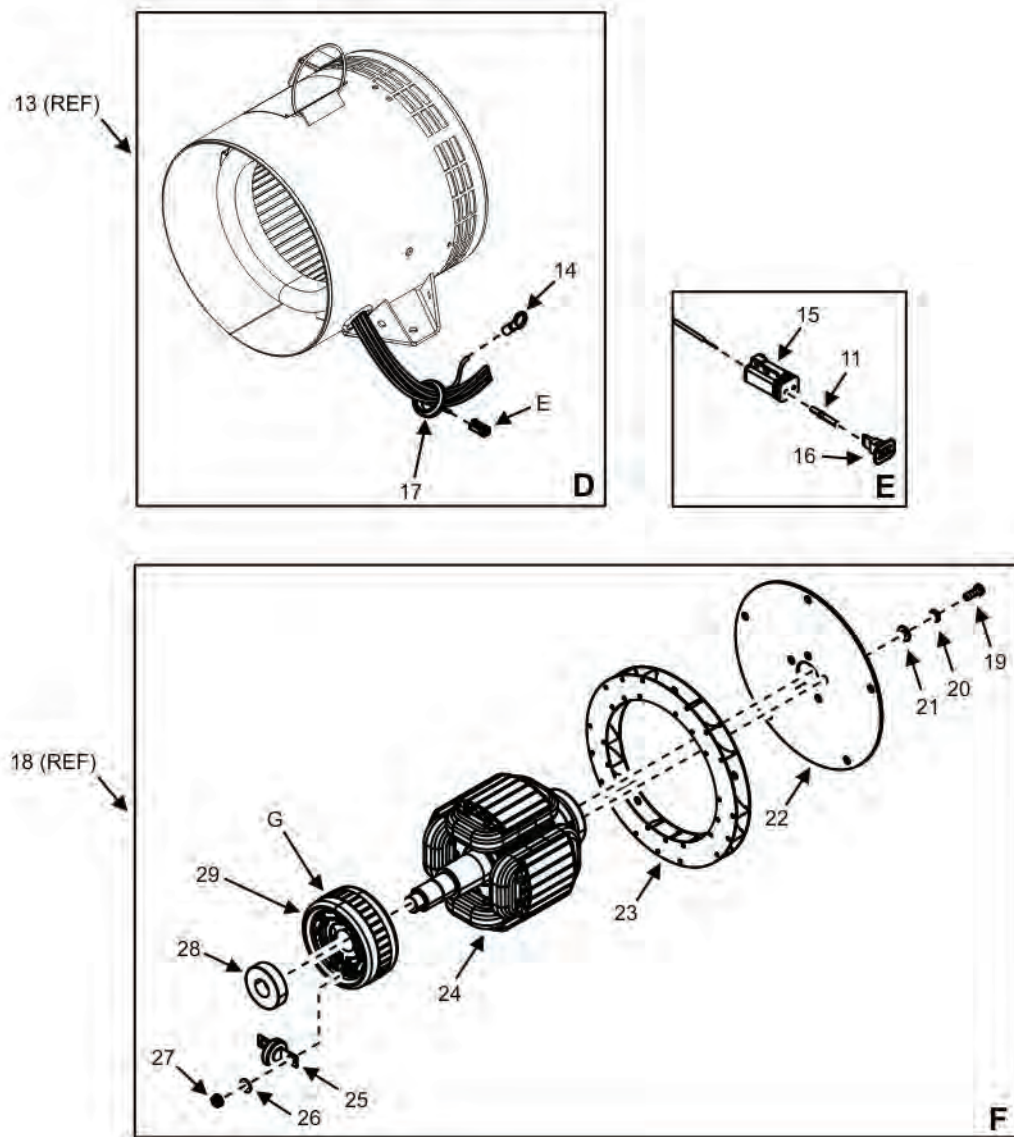


Figure 23. AC Generator Assembly, 50/60 Hz (Sheet 3 of 4).

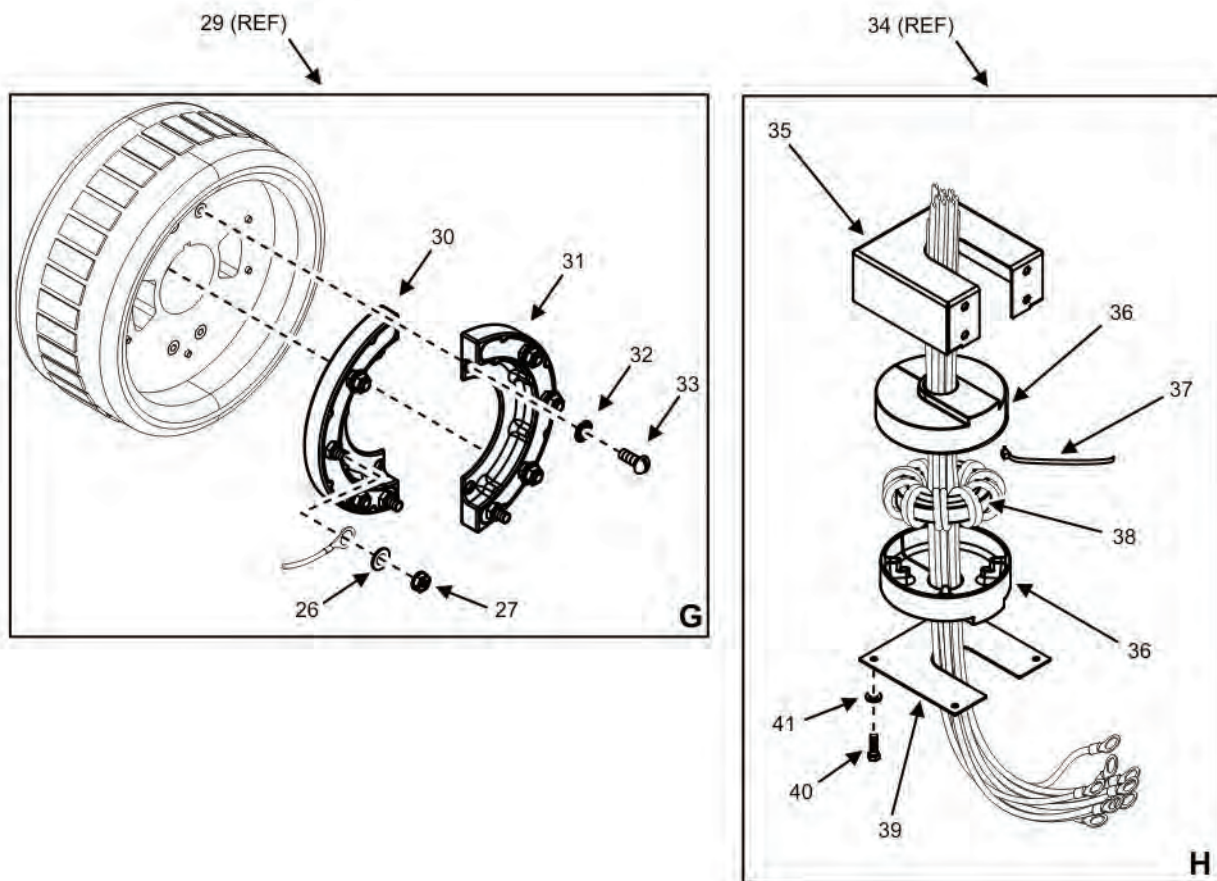


Figure 23. AC Generator Assembly, 50/60 Hz (Sheet 4 of 4).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0901	
1	PAFHH	PAFHH	PAFDD	PAFDD		53YZ8	0200-3218-02	FIG. 23 AC GENERATOR ASSEMBLY, 50/60 HZ ..GENERATOR ASSEMBLY, 10 KW, 50/60 HZ UOC: 98G	1
2	PAFFF	PAFFF	PAFFF	PAFFF		53YZ8	A026F712	..ENDBELL ASSEMBLY UOC: 98G	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013390822	44940	815-0181	...SCREW, CAP, HEXAGON HEAD UOC: 98G	3
4	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	88-20230	...COVER, INLET UOC: 98G	1
5	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5331009738598	44940	509-0094	...O-RING UOC: 98G	1
6	XAFZZ	XAFZZ	XAFZZ	XAFZZ		53YZ8	0211-0435	..ENDBELL UOC: 98G	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6115015887288	44940	A026F710	...STATOR, EXCITER UOC: 98G	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010779650	44940	853-0013	...WASHER, LOCK UOC: 98G	4
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013661153	44940	815-0774	...SCREW, TAPPING UOC: 98G	4
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015065555	11139	DT04-2P	..CONNECTOR, PLUG, RECEPTACLE UOC: 98G	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012163648	11139	0460-202-16141	..CONTACT, ELECTRICAL UOC: 98G	4
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015191808	11139	W2P	..RETAINER, ELECTRICAL, CONNECTOR UOC: 98G	1
13	PAFFF	PAFFF	PAFFF	PAFFF	2920015885220	44940	A026E305	..STATOR, GENERATOR UOC: 98G	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001434794	81343	MS25036-112	...TERMINAL LUG UOC: 98G	12
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015860093	44940	0323-2538	..CONNECTOR, PLUG, ELECTRICAL UOC: 98G	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014468180	11139	W2S	..CONNECTOR BODY, PLUG, ELECTRICAL UOC: 98G	1
17	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4730011097901	44940	503-0183	...GROMMET UOC: 98G	1
18	PAFHH	PAFHH	PAFFF	PAFFF	6115015887317	44940	0201-3649-02	..ROTOR, GENERATOR UOC: 98G	1
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305011742761	44940	0800-0050	...SCREW, CAP, HEXAGON HEAD UOC: 98G	5

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010609104	44940	0850-0050	...WASHER, LOCK UOC: 98G	9
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015878556	44940	0526-0390	...WASHER, FLAT UOC: 98G	9
22	PAFZZ	PAFZZ	PAFZZ	XBZZ	4820015916101	30554	88-20225	...DISC, DRIVE UOC: 98G	1
23	XBZZ	XBZZ	XBZZ	XBZZ		53YZ8	A030S159	...FAN UOC: 98G	1
24	XAFZZ	XAFZZ	XAFZZ	XAFZZ		53YZ8	0201-3650-02	...ROTOR, ASSEMBLY, WOUND UOC: 98G	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5905013291699	44940	304-0807	...RESISTOR, VOLTAGE SENSITIVE UOC: 98G	1
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010518089	44940	526-0008	...WASHER, FLAT UOC: 98G	12
27	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010492745	44940	870-0131	...NUT, PLAIN, ASSEMBLED UOC: 98G	8
28	PAFZZ	PAFZZ	PAFZZ	PAFZZ	3110011609663	44940	510-0112	...BEARING, ROTOR UOC: 98G	1
29	XAFF	XAFF	XAFF	XAFF	6115015877589	44940	A026J838	...EXCITER, ROTOR UOC: 98G	1
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034L400RECTIFIER, POSITIVE UOC: 98G	1
31	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A032X895RECTIFIER, NEGATIVE UOC: 98G	1
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010607181	44940	853-0008WASHER, LOCK UOC: 98G	4
33	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305011904461	44940	813-0100SCREW UOC: 98G	4
34	PAFF	PAFF	PAFF	PAFF		53YZ8	A035J009	..FILTER, EMI UOC: 98G	1
35	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034P849	...BOX, POTTING UOC: 98G	1
36	PCFZZ	PCFZZ	PCFZZ	PCFZZ		53YZ8	A034R862	...ISOLATOR UOC: 98G	2
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A001G442	...CABLE, TIE UOC: 98G	2
38	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034P825	...FILTER, FERRITE UOC: 98G	1
39	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034S429	...COVER, BOX UOC: 98G	1
40	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A025H476	...SCREW, HEXAGON HEAD UOC: 98G	4
41	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A007L156	...WASHER, FLAT UOC: 98G	4

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
42	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015973920	44940	A026C356	..STUD UOC: 98G	4
43	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310004808509	44940	862-0003	..NUT, PLAIN, HEXAGON HEAD UOC: 98G	4
44	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015916658	44940	04-20769-1	.BOLT, MACHINE UOC: 98G	5
45	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015963757	05047	AEW24X37N062BD6FY1	.WASHER, FLAT UOC: 98G	5
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
AC GENERATOR ASSEMBLY, 400 HZ REPAIR PARTS LIST

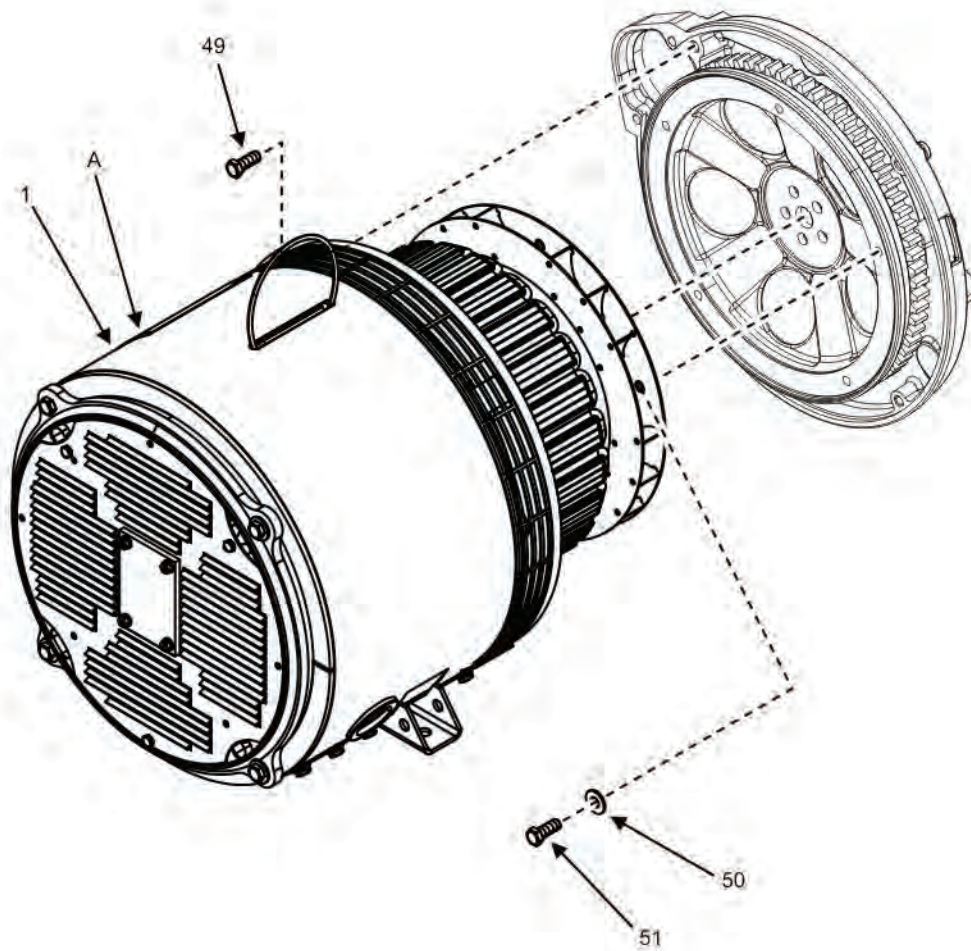


Figure 24. AC Generator Assembly, 400 Hz (Sheet 1 of 3).

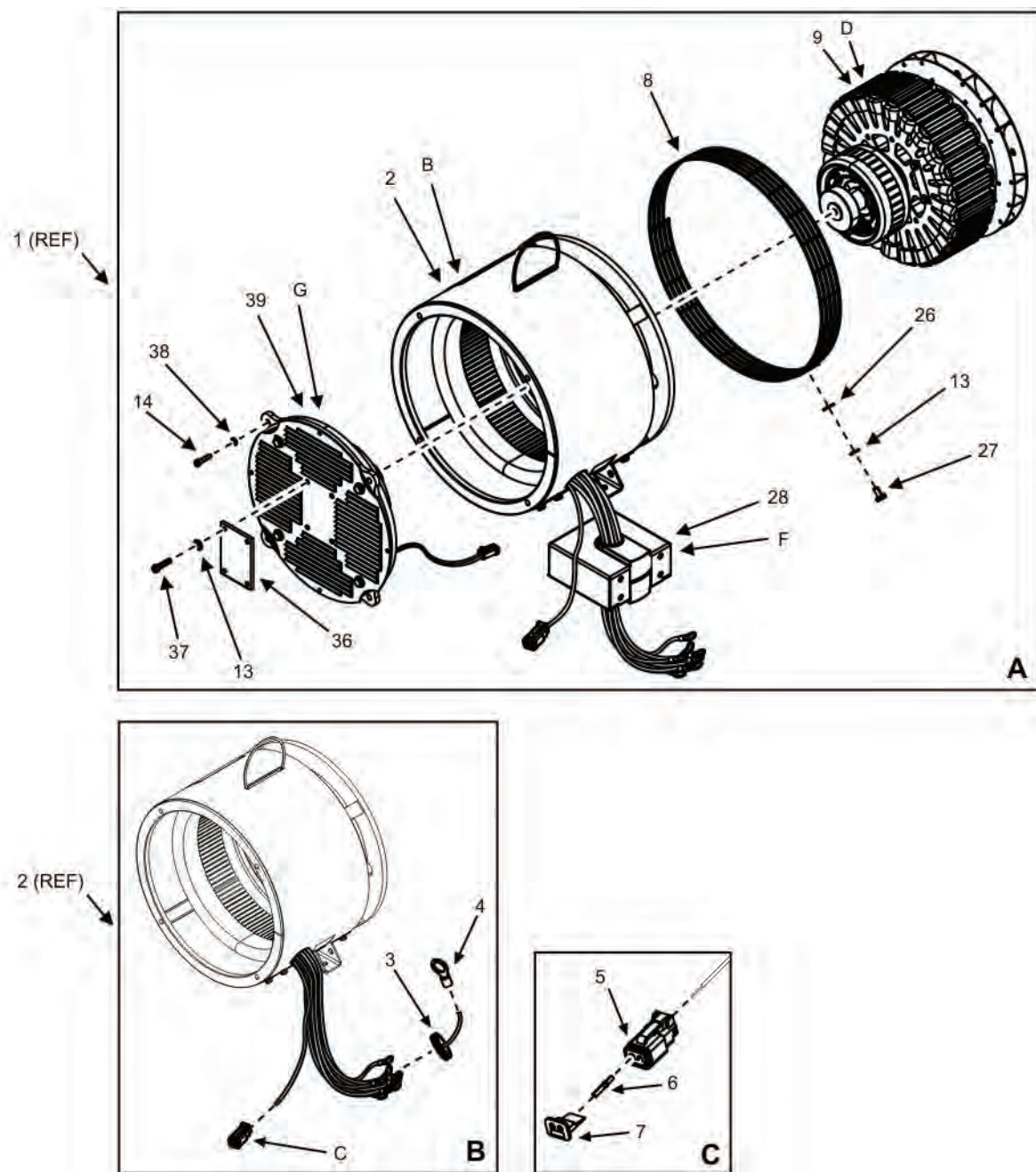


Figure 24. AC Generator Assembly, 400 Hz (Sheet 2 of 3).

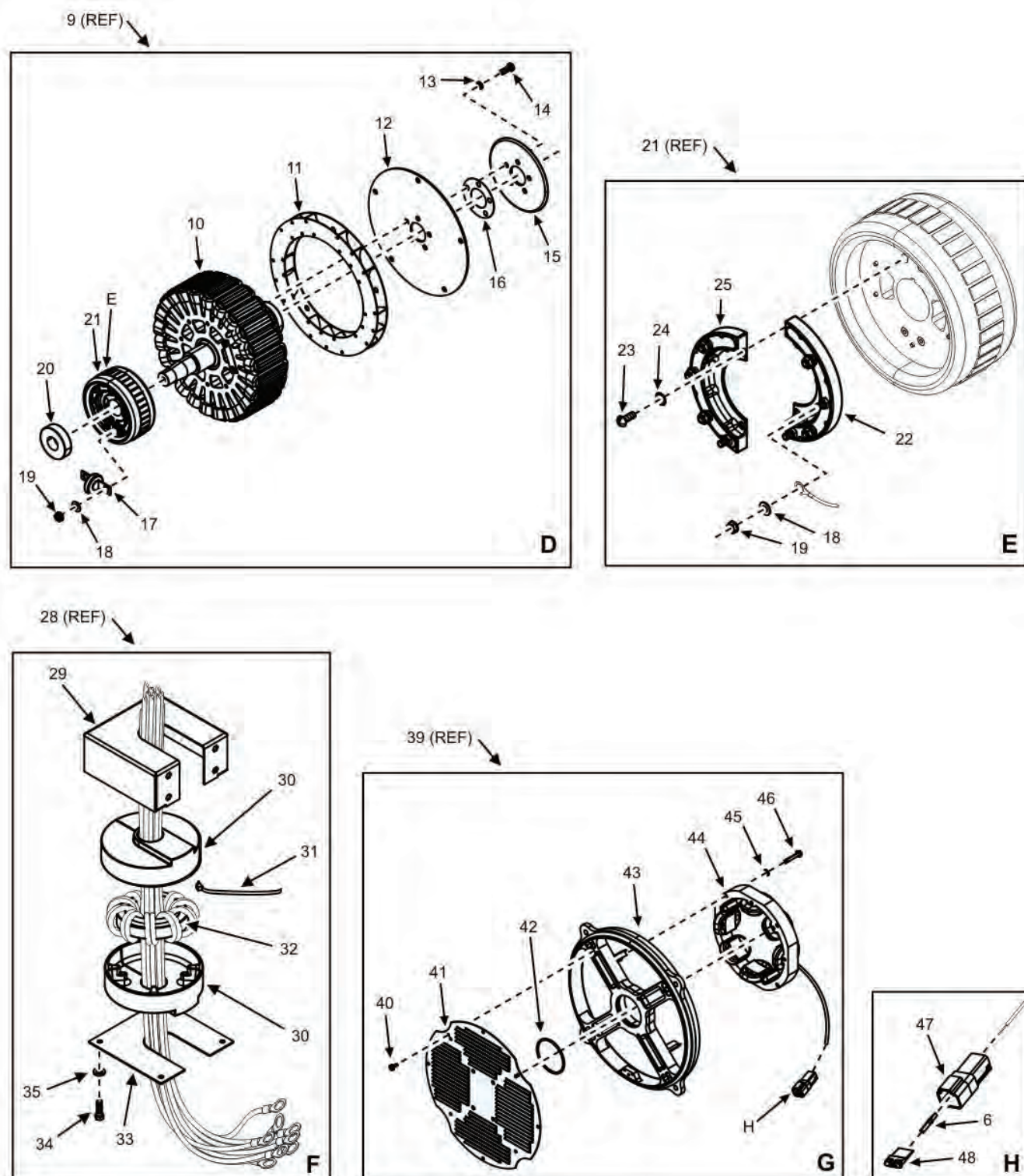


Figure 24. AC Generator Assembly, 400 Hz (Sheet 3 of 3).

(1)	(2)			(3)	(4)	(5)	(6)	(7)	
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 0901	
								FIG. 24 AC GENERATOR ASSEMBLY, 400 HZ	
1	PAFHH	PAFHH	PAFDD	PAFDD		53YZ8	0200-3219-02	.GENERATOR ASSEMBLY, 10 KW, 400 HZ UOC: 98H	1
2	PAFFF	PAFFF	PAFFF	PAFFF	2920015885580	44940	A026E311	..STATOR, GENERATOR UOC: 98H	1
3	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5325015956735	44940	508-0055	...GROMMET UOC: 98H	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940013692874	98410	C-8718-08	...TERMINAL LUG UOC: 98H	12
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015860093	44940	0323-2538	..CONNECTOR, PLUG, ELECTRICAL UOC: 98H	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012163648	11139	0460-202-16141	..CONTACT, ELECTRICAL UOC: 98H	4
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014468180	11139	W2S	..CONNECTOR BODY, PLUG, ELECTRICAL UOC: 98H	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	0234-0895	..SCREEN ASSEMBLY UOC: 98H	1
9	PAFFF	PAFFF	PAFFF	PAFFF	6115015887148	44940	A026H437	..ROTOR, GENERATOR UOC: 98H	1
10	XAFZZ	XAFZZ	XAFZZ	XAFZZ		53YZ8	A026G778	...ROTOR, ASSEMBLY, WOUND UOC: 98H	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A030S159	...FAN UOC: 98H	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4820015916101	30554	88-20225	...DISC, DRIVE UOC: 98H	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010096570	44940	0850-0040	...WASHER, LOCK UOC: 98H	10
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310011742761	44940	0800-0050	...SCREW, HEXAGON HEAD UOC: 98H	9
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2815015957518	30554	88-20227	...DISC, RETENTION UOC: 98H	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2815015957311	30554	88-20226	...SPACER, ROTOR RETAINER UOC: 98H	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5905013291699	44940	304-0807	...RESISTOR, VOLTAGE SENSITIVE UOC: 98H	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010518089	44940	526-0008	...WASHER, FLAT UOC: 98H	12
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010492745	44940	870-0131	...NUT, PLAIN, ASSEMBLED UOC: 98H	8

(1)	(2)				(3)	(4)		(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N		DESCRIPTION AND UOC	QTY.
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	3110011609663	44940	510-0102		...BEARING, ROTOR UOC: 98H	1
21	XAFFF	XAFFF	XAFFF	XAFFF	6115015877589	44940	A026J838		...EXCITER, ROTOR UOC: 98H	1
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A032X895	RECTIFIER, NEGATIVE UOC: 98H	1
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305011904461	44940	813-0100	SCREW UOC: 98H	4
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010607181	44940	853-0008	WASHER, LOCK UOC: 98H	4
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034L400	RECTIFIER, POSITIVE UOC: 98H	1
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310013700052	44940	0526-0015		..WASHER, FLAT UOC: 98H	1
27	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305010623344	44940	0800-0003		..SCREW UOC: 98H	1
28	PAFFF	PAFFF	PAFFF	PAFFF		53YZ8	A035J009		..FILTER, EMI UOC: 98H	1
29	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034P849		...BOX, POTTING UOC: 98H	1
30	PCFZZ	PCFZZ	PCFZZ	PCFZZ		53YZ8	A034R862		...ISOLATOR UOC: 98H	2
31	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A001G442		...CABLE, TIE UOC: 98H	2
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034P825		...FILTER, FERRITE UOC: 98H	1
33	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A034S429		...COVER, BOX UOC: 98H	1
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A025H476		...SCREW, HEXAGON HEAD UOC: 98H	4
35	PAFZZ	PAFZZ	PAFZZ	PAFZZ		53YZ8	A007L156		...WASHER, FLAT UOC: 98H	4
36	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015967016	44940	88-20229		..PLATE, RETENTION UOC: 98H	1
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015967451	44940	0815-0259		..SCREW, HEXAGON HEAD UOC: 98H	4
38	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015878556	44940	0526-0390		..WASHER, FLAT UOC: 98H	4
39	PAFFF	PAFFF	PAFFF	PAFFF	4320015980446	37GZ4	A026F713		..ENDBELL ASSEMBLY UOC: 98H	1
40	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013390822	44940	815-0181		...SCREW, CAP, HEXAGON HEAD UOC: 98H	3
41	XBFZZ	XBFZZ	XBFZZ	XBFZZ	2990015956763	30554	88-20230		...COVER, INLET UOC: 98H	1
42	PCFZZ	PCFZZ	PCFZZ	PCFZZ		44940	509-0099		...O-RING UOC: 98H	1
43	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	0211-0427		...ENDBELL UOC: 98H	1
44	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6115015887288	44940	A026F710		...STATOR, EXCITER UOC: 98H	1
45	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310010779650	44940	853-0013		...WASHER, LOCK UOC: 98H	4

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	ITEM NO.	ARMY	AIR FORCE
46	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013661153	44940	815-0774	...SCREW, TAPPING UOC: 98H	4
47	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015065555	11139	DT04-2P	..CONNECTOR, PLUG, RECEPTACLE UOC: 98H	1
48	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015191808	11139	W2P	..RETAINER, ELECTRICAL, CONNECTOR UOC: 98H	1
49	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ58A574C3B08CY22	.SCREW, FLANGE HEAD UOC: 98H	4
50	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW24X37N062BD6FY1	.WASHER, FLAT UOC: 98H	5
51	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-20769-1	.BOLT, MACHINE UOC: 98H	5
END OF FIGURE									

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
ENGINE ASSEMBLY REPAIR PARTS LIST**

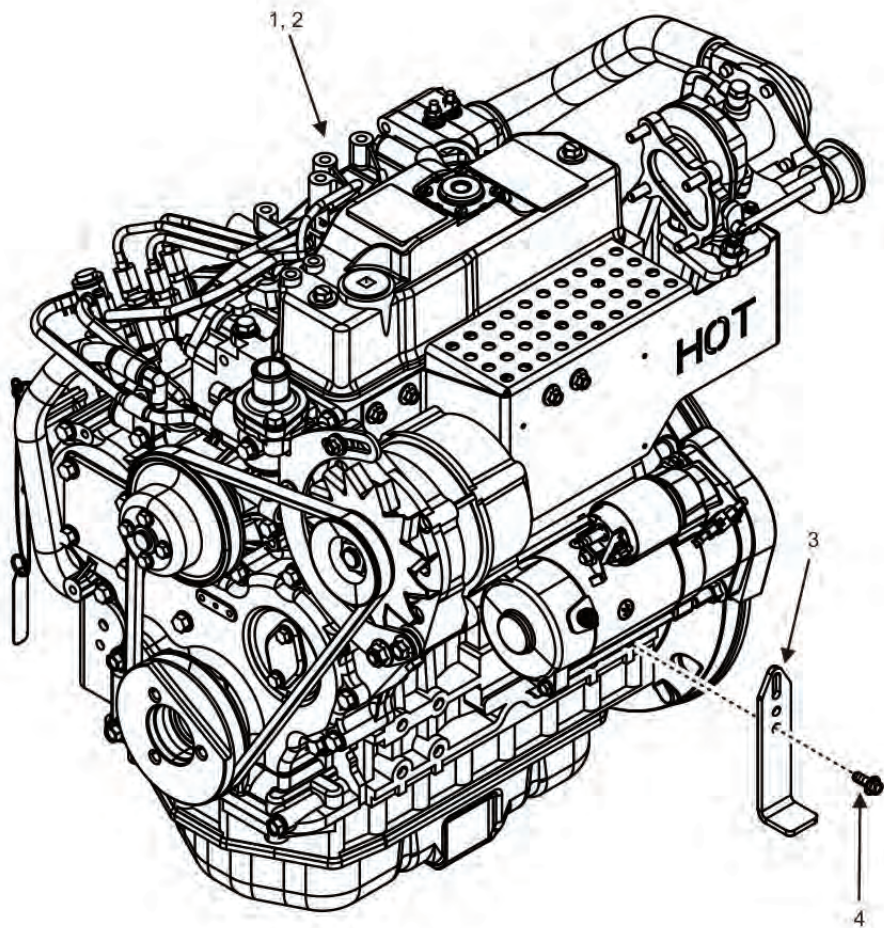


Figure 25. Engine Assembly.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR USMC FORCE		NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 0902	
1	PAFHH	PAFHH	PAFDD	PAFDD	2815015885596	44940	04-20158-1	FIG. 25 ENGINE ASSEMBLY	
2	PAFHH	PAFHH	PAFDD	PAFDD		44940	04-20158-2	.ASSEMBLY, ENGINE (SEE FIGURES 26-54 FOR PARTS BREAKDOWN) UOC: 99G	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21731	.ASSEMBLY, ENGINE (SEE FIGURES 26-54 FOR PARTS BREAKDOWN) UOC: 99H	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	AES10N10C25WB4K42	.SUPPORT, ENGINE	2
								.SCREW, HEX FLANGE HEAD, (M10 X 1.5 X 25)	4
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
LUBRICATION SYSTEM REPAIR PARTS LIST

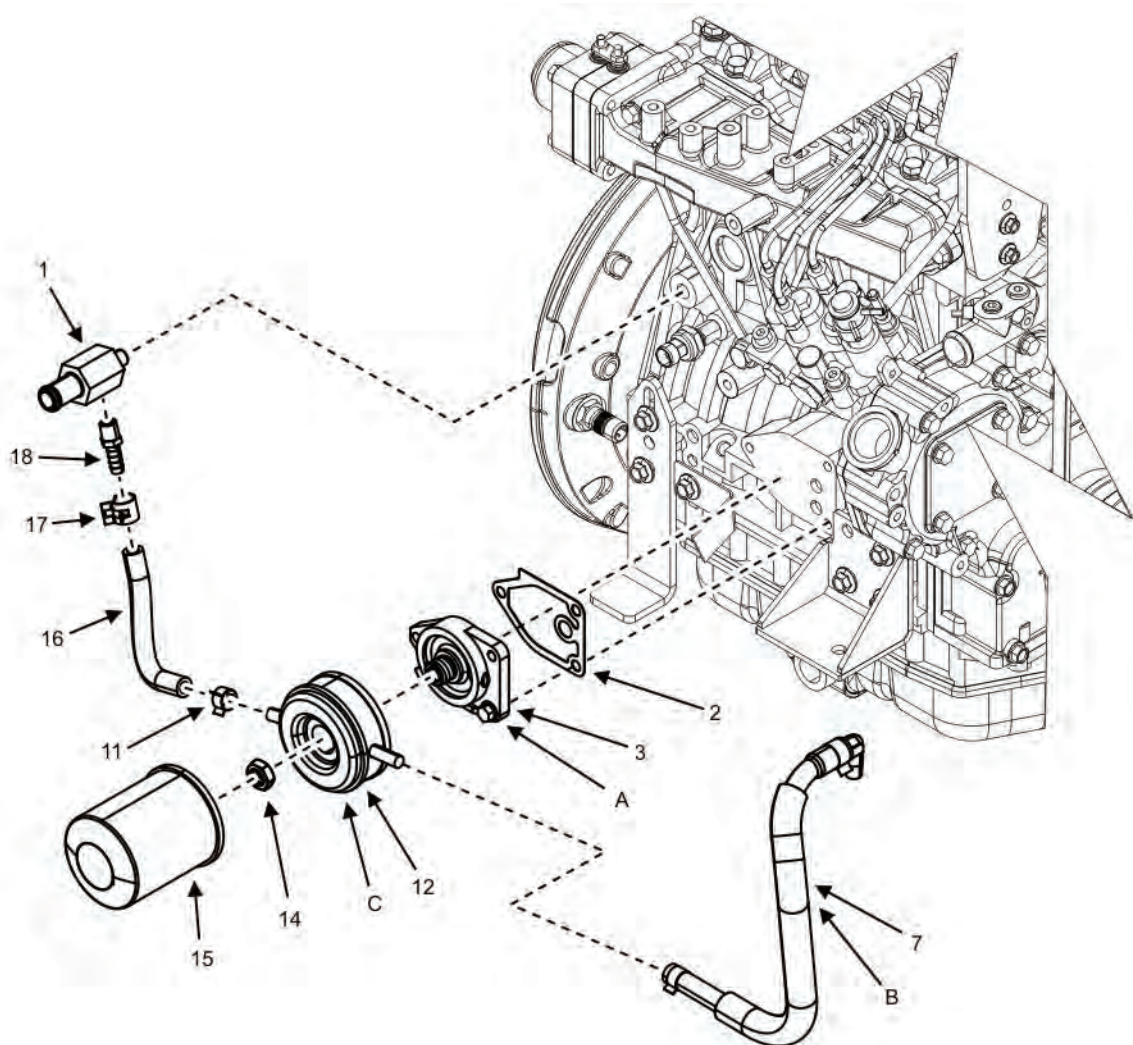


Figure 26. Lubrication System (Sheet 1 of 4).

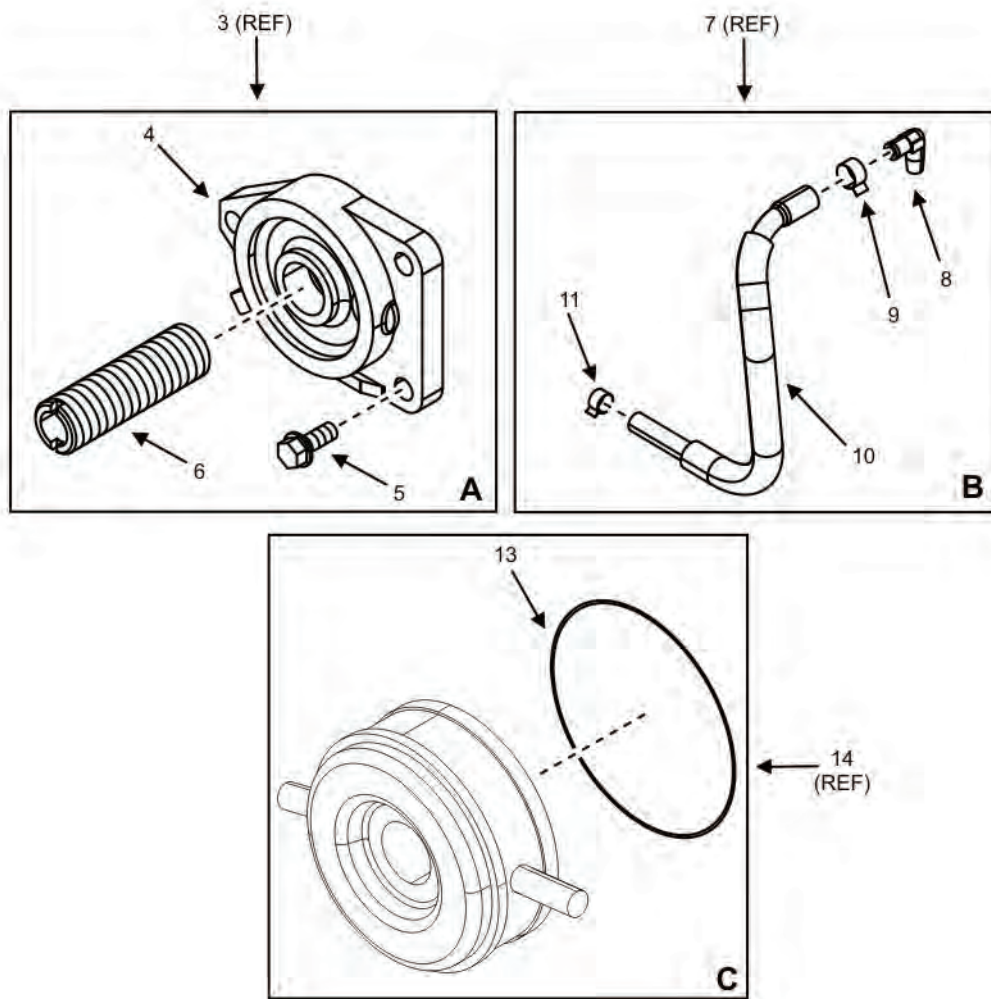


Figure 26. Lubrication System (Sheet 2 of 4).

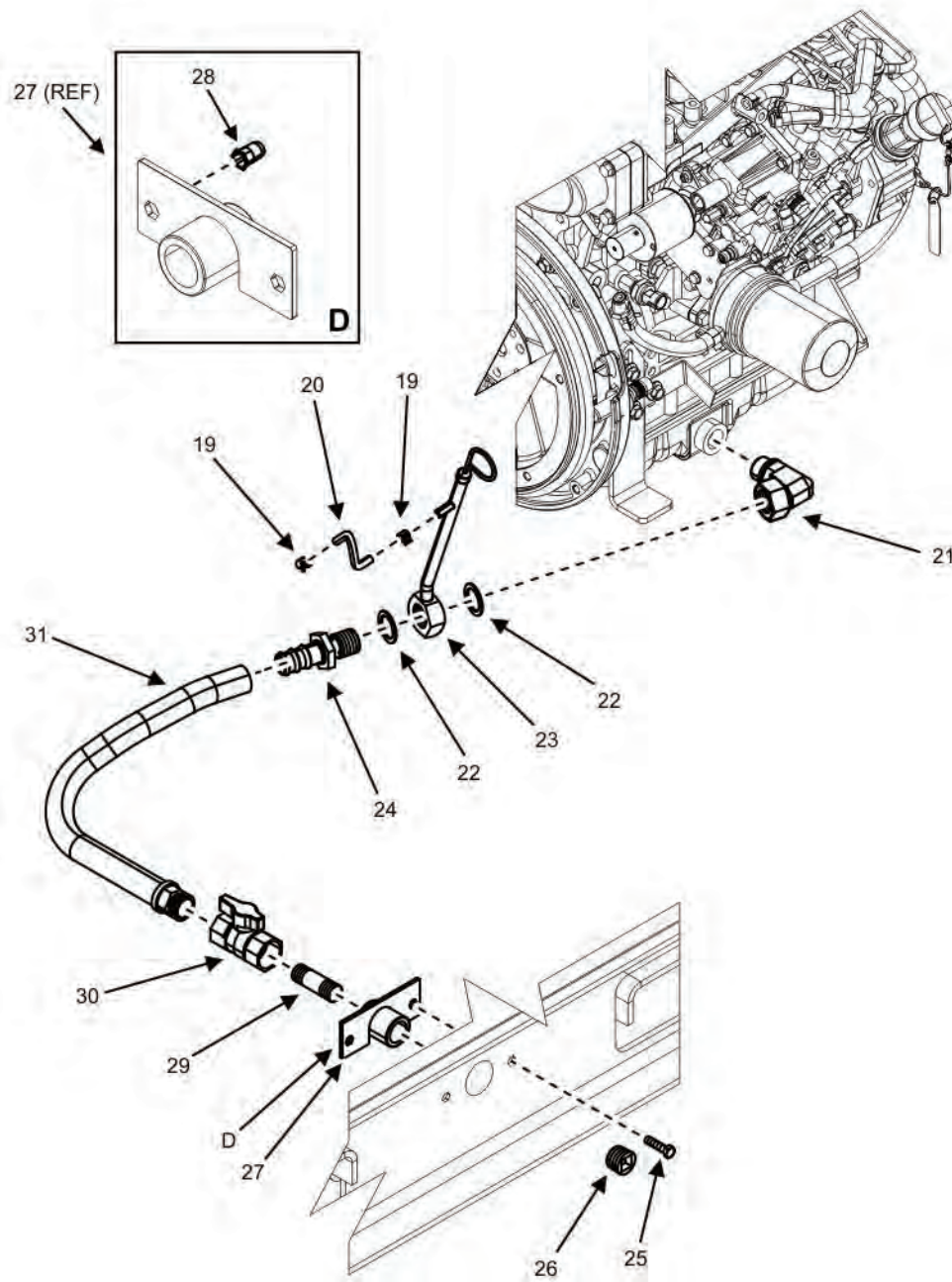


Figure 26. Lubrication System (Sheet 3 of 4).

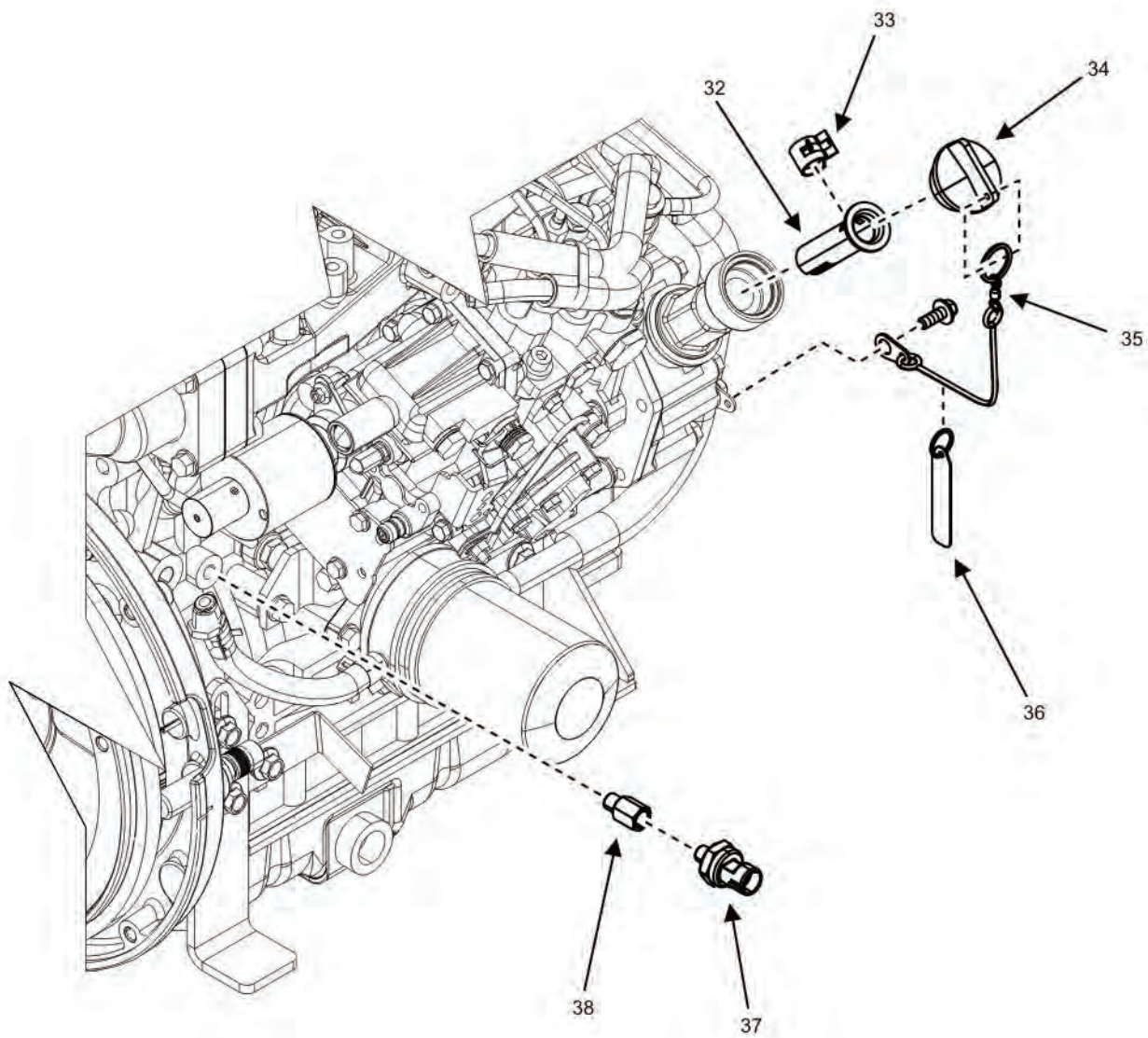


Figure 26. Lubrication System (Sheet 4 of 4).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090201	
								FIG. 26 LUBRICATION SYSTEM	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015464701	0AK42	129006-44480	.JOINT	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015467545	0AK42	129150-35111	.GASKET(PART OF GASKET SET 729246-92940)	1
3	XBFFF	XBFFF	XBFFF	XBFFF		0AK42	129006-35100	.BRACKET ASSEMBLY, FILTER	1
4	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	119802-35110	..BRACKET, FILTER	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015468913	0AK42	26106-080202	..BOLT (M8 X 20 PLATED)	3
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5307015470405	0AK42	129417-35150	..STUD (LENGTH 67MM)	1
7	PCFFF	PCFFF	PCFFF	PCFFF	4730015954402	0AK42	129006-49040	.PIPE, COOLER OUTLET	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015468861	0AK42	129103-49301	..ELBOW, PT (1/4)	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015468864	0AK42	171008-03990	..CLIP, HOSE	2
10	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015954714	0AK42	129642-49180	..TUBE, CORRUGATED	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4720015467538	0AK42	23080-015000	..CLAMP	2
12	PAFFF	PAFFF	PAFFF	PAFFF	2930015468053	0AK42	129508-33010	.COOLER ASSEMBLY, LUBE OIL	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015899924	0AK42	129508-33050	..O-RING	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015468881	0AK42	129417-33110	.NUT, OIL COOLER	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2940015896600	0AK42	119005-35100	.STRAINER (80 X 100 L.O.)	1
16	PCFFF	PCFFF	PCFFF	PCFFF	4720015468857	0AK42	129508-49030	.PIPE, COOLER INLET	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015955751	44940	SEAJ1508CTB-17	.CLAMP	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5365015469878	9C664	125HBL-6-4	.ADAPTER, TUBE, NPT MALE TO BARB	1
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	SAE J1508 CTB-16	.CLAMP TYPE CTB	2
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21510-3	.HOSE, OIL	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21836	.ADAPTER, ELBOW	1
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015577264	0AK42	22190-220002	.WASHER, SEALING	2
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21759	.TUBE, DIPSTICK	1
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21742	.ADAPTER, BANJO	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015967033	0KMA3	A026G000	...SCREW, FLANGE HEAD	2
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015966482	44940	04-20166	.PLUG, PIPE (3/4 INCH NPT)	1
27	PAFFF	PAFFF	PAFFF	PAFFF		44940	04-20162	.BULKHEAD, OIL DRAIN HOSE	1
28	PAFZZ	PAFZZ	PAFZZ	PAFZZ		F3A2G	639101-76030	..NUT, CLINCH	2
29	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730002783724	01276	2083-12-12S	.ADAPTER, NIPPLE HOSE (NPT MALE)	1
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ		6J746	490111110710	.VALVE, SHUTOFF (NPT FEMALE)	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
31	PCFZZ	PCFZZ	PCFZZ	PCFZZ		44940	04-21529-2	.HOSE, OIL	1
32	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	04-21741	BAFFLE, OIL	1
								FILL	
33	XBFZZ	XBFZZ	XBFZZ	XBFZZ		30554	SAE J1508 CTB-16	CLAMP, TYPE	1
								CTB	
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2590015464329	0AK42	124160-01751	CAP, OIL FILLER	
								OPENING	1
35	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21295	.LANYARD, OIL	
								FILL CAP	1
36	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21299	.PLATE, ENGINE	
								OIL CHANGE	1
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ		22863	P4055-5001-1	.SENDER, OIL	
								PRESSURE	1
38	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015966498	30554	40-21124	.ADAPTER,	
								TUBE (BSPT TO	
								NPT TO BARB)	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
ENGINE SPEED SENSOR REPAIR PARTS LIST

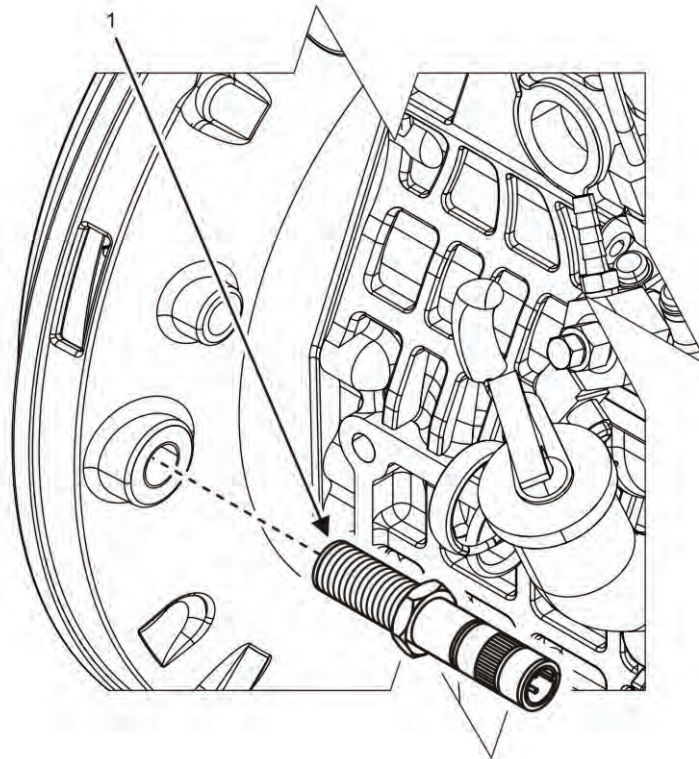


Figure 27. Engine Speed Sensor.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	5000G	GROUP 090202 FIG. 27 ENGINE SPEED SENSOR .SENSOR, MAGNETIC SPEED END OF FIGURE	1

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
FUEL INJECTOR AND LINES REPAIR PARTS LIST**

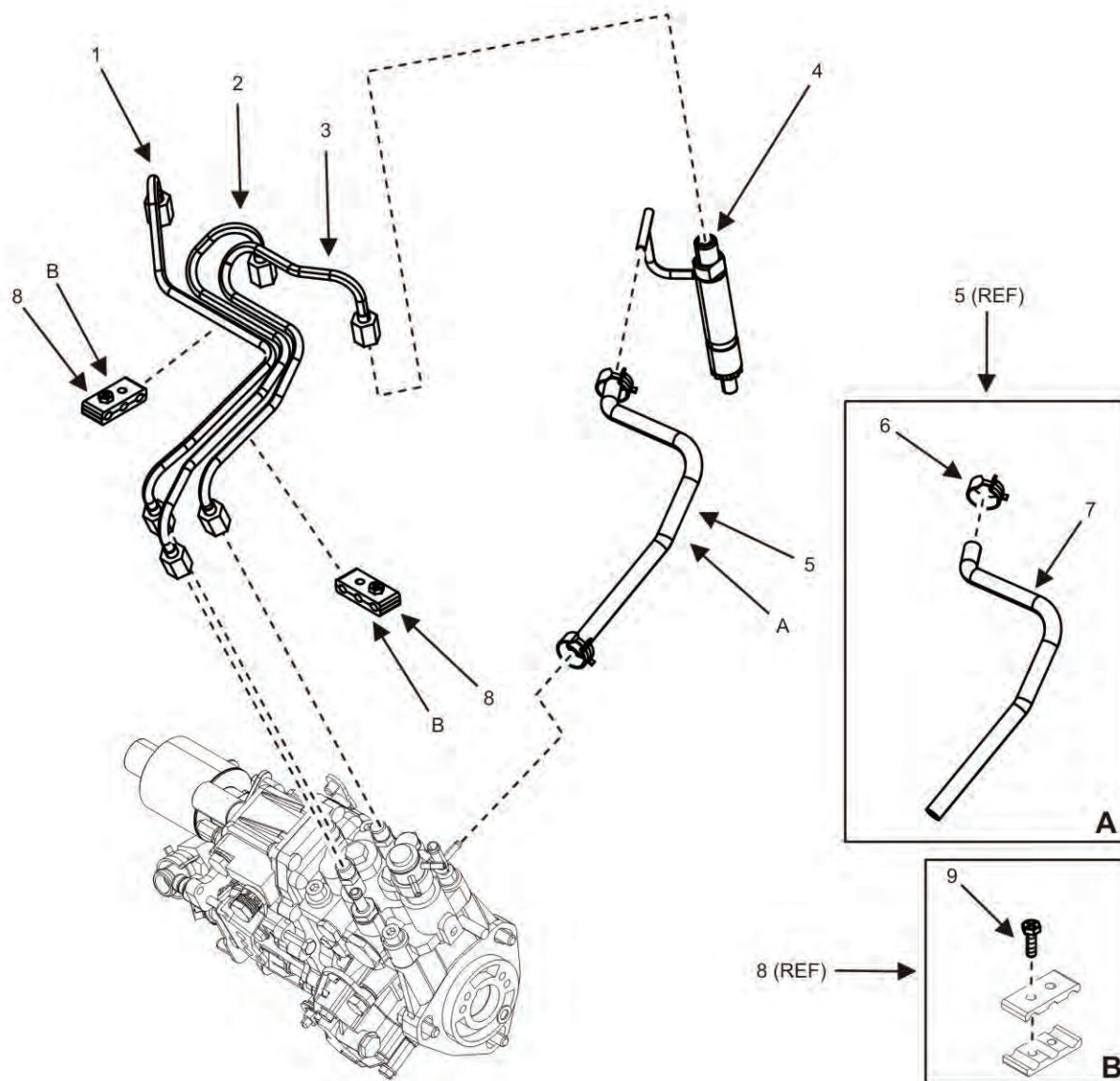


Figure 28. Fuel Injector and Lines (Sheet 1 of 2).

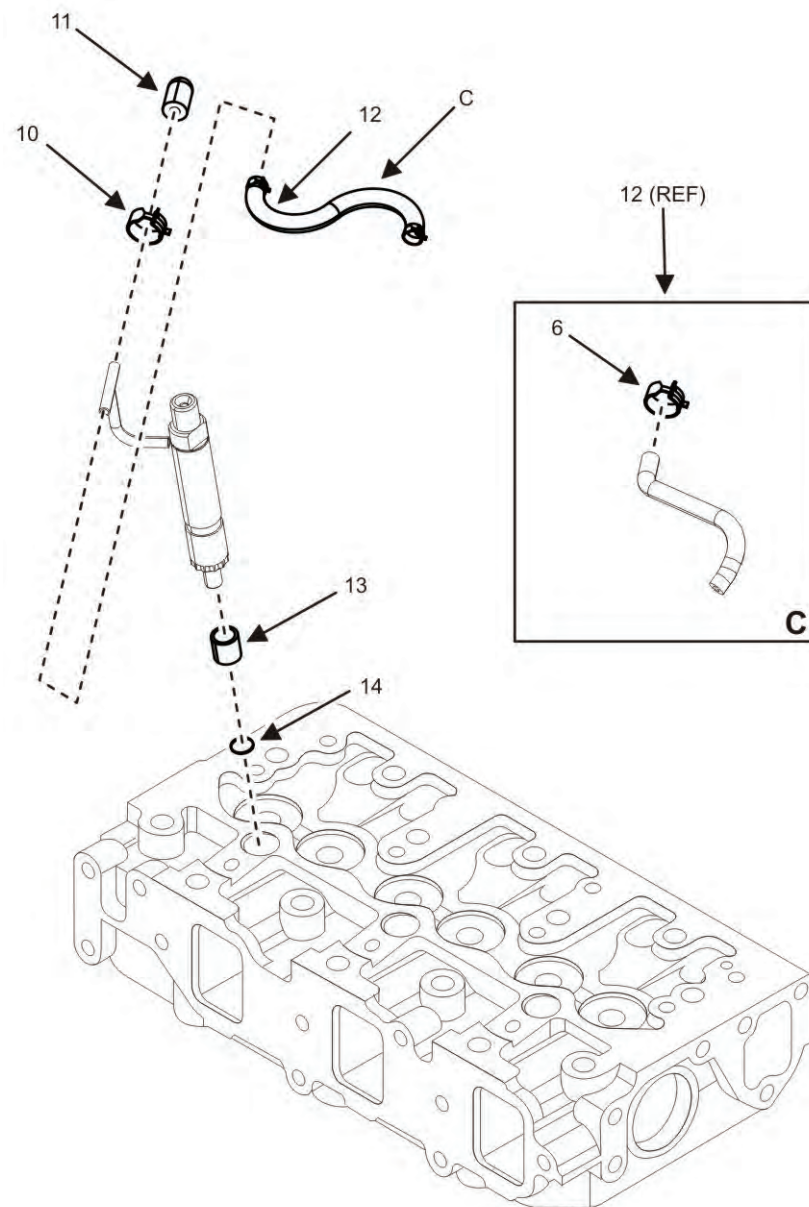


Figure 28. Fuel Injector and Lines (Sheet 2 of 2).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090203	
								FIG. 28 FUEL INJECTOR AND LINES	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4710015939557	0AK42	129004-59811	.PIPE ASSEMBLY, INJECTION	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4710015939554	0AK42	129004-59821	.PIPE ASSEMBLY, INJECTION	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4710015939529	0AK42	129004-59831	.PIPE ASSEMBLY, INJECTION	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2910015883900	0AK42	729604-53200	.VALVE ASSEMBLY, INJECTION	3
5	PAFFF	PAFFF	PAFFF	PAFFF	4710015939519	0AK42	119802-59550	.PIPE ASSEMBLY, RETURN	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340013237844	0AK42	124722-59050	..CLIP, HOSE	6
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4710015939633	0AK42	119802-59560	..PIPE, RETURN	1
8	PAFFF	PAFFF	PAFFF	PAFFF	5340015938764	0AK42	129150-59120	.RETAINER, PIPE	2
9	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129150-59131	..BOLT, HEX SOCKET HEAD (M4 X 14)	4
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015954910	0AK42	124060-77680	.CLAMP 10	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015960100	0AK42	119593-59581	.CAP	1
12	PCFFF	PCFFF	PCFFF	PCFFF	4710015939521	0AK42	129486-59551	.PIPE ASSEMBLY, RETURN (INCLUDES 2 EACH ITEM 6)	2
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4720015463578	0AK42	119802-11870	..GUARD, HOSE-TUBING (PART OF GASKET SET 729246-92940)	3
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2815015464587	0AK42	119625-11880	.SEAT, NOZZLE (PART OF GASKET SET 729246- 92940)	3
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
FUEL INJECTION PUMP REPAIR PARTS LIST

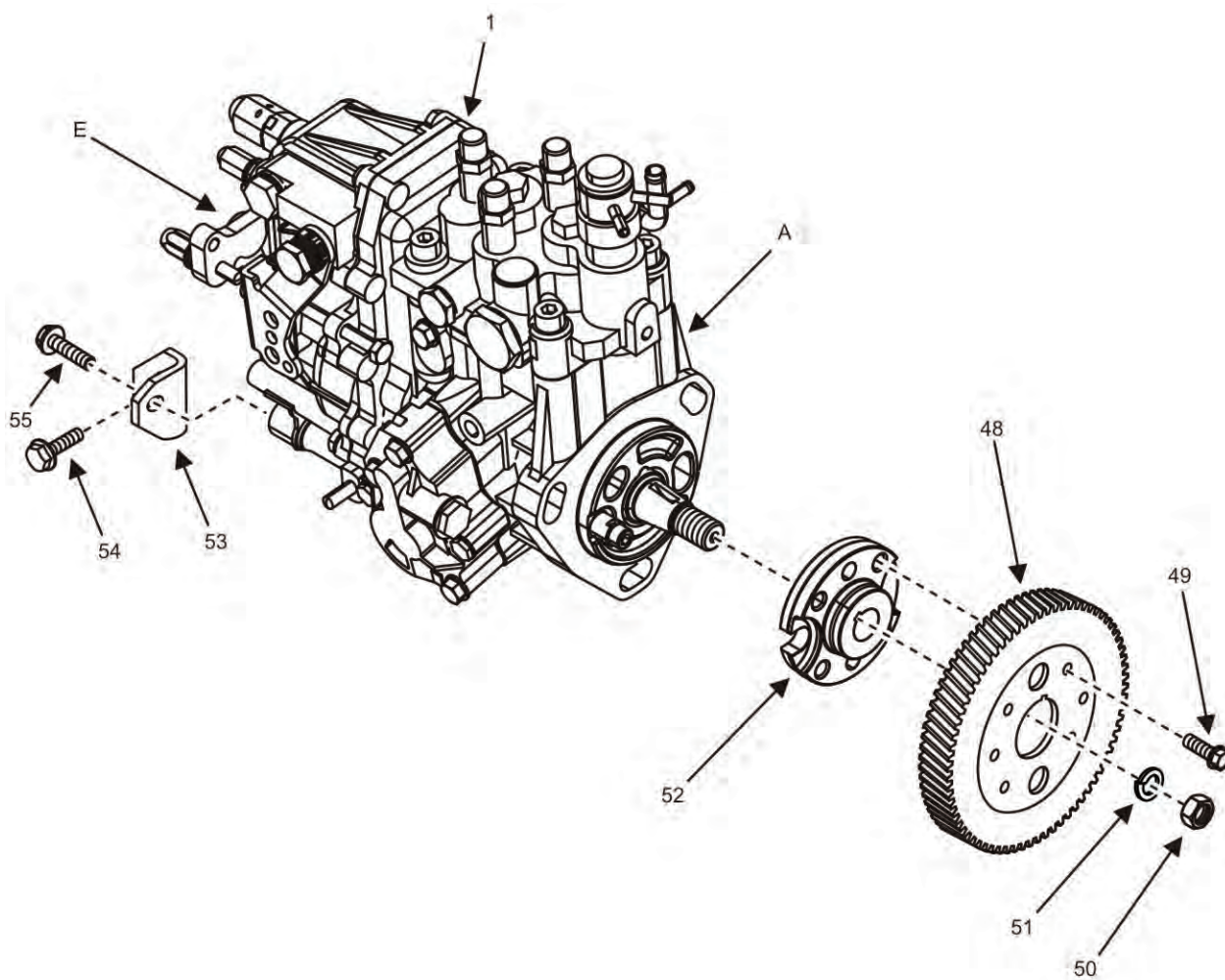


Figure 29. Fuel Injection Pump (Sheet 1 of 4).

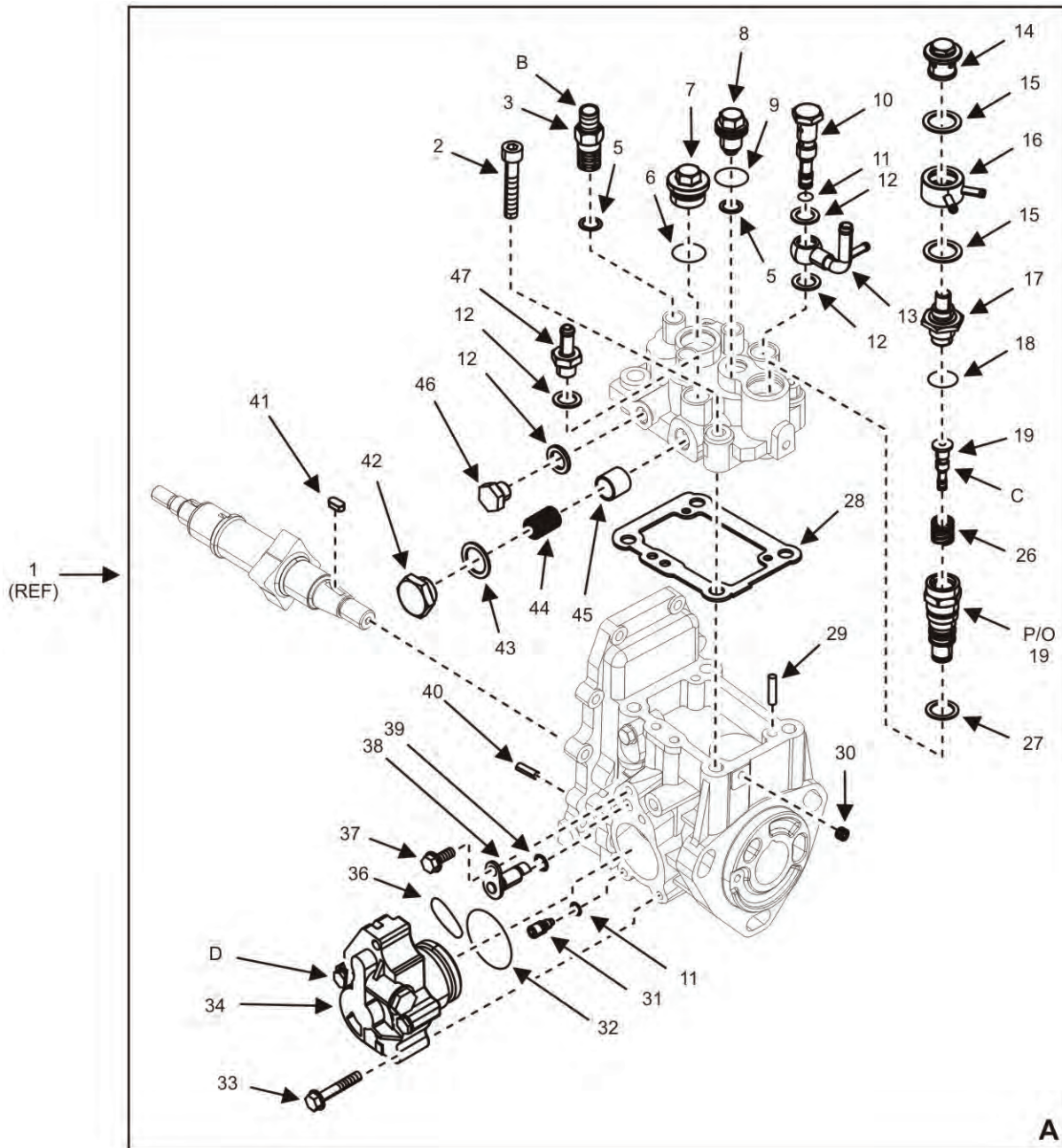


Figure 29. Fuel Injection Pump (Sheet 2 of 4).

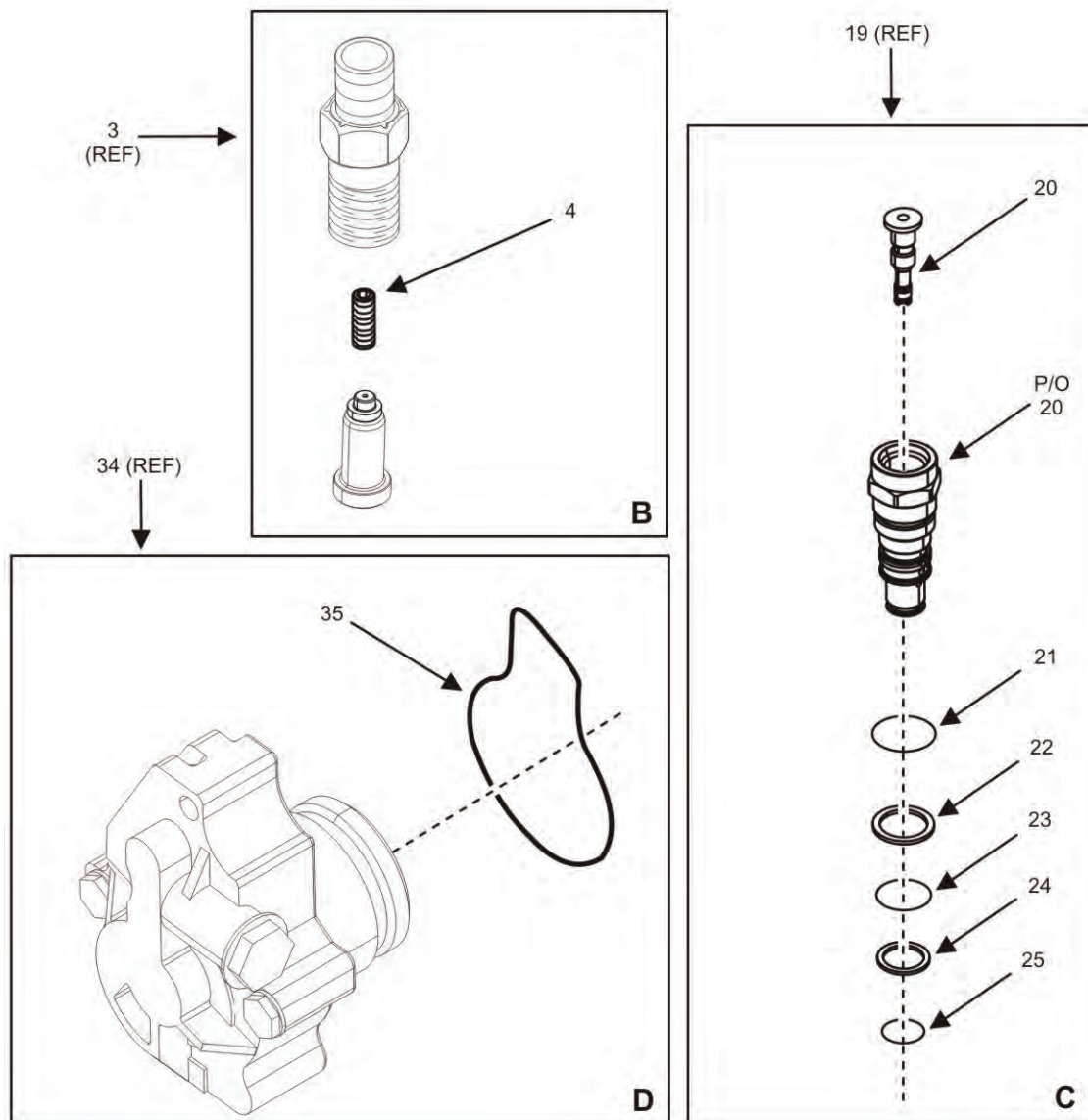


Figure 29. Fuel Injection Pump (Sheet 3 of 4).

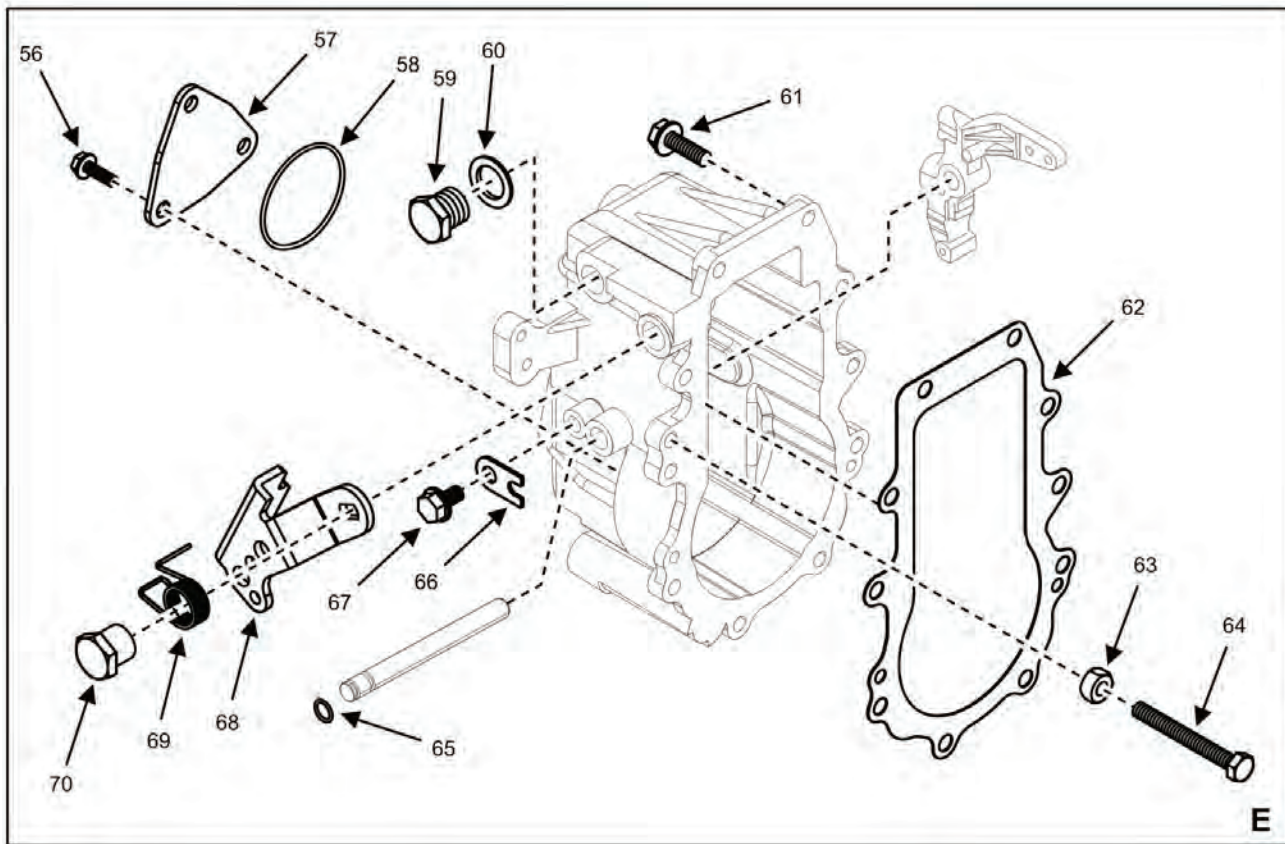


Figure 29. Fuel Injection Pump (Sheet 4 of 4).

(1)	(2)			(3)	(4)	(5)	(6)	(7)	
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 090204									
FIG. 29 FUEL INJECTION PUMP									
1	PAFHH	PAFHH	PAFHH	PAFHH	2910015884411	0AK42	729083-51310	.FUEL INJECTION PUMP ASSEMBLY	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015955398	0AK42	26450-080452	.BOLT (M8 X 45)	4
3	XBHHH	XBHHH	XBHHH	XBHHH		0AK42	129009-51390	..SETTING, DELIVERY	4
4	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158563-51330	...SPRING, DELIVERY	4
5	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158552-51571	..PACKING, BARREL PLUG	5
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015937239	0AK42	24356-010200	...PACKING (1020)	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015896551	0AK42	158601-51550	..PLUG	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015896562	0AK42	119802-51560	..PLUG, BARREL	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015936237	0AK42	24356-010180	..O-RING	1
10	PAFZZ	PAFZZ	XBFZZ	XBFZZ	2815015906382	0AK42	158601-51650	..JOINT, OVERFLOW	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015916998	0AK42	158563-51281	..O-RING	2
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015934783	0AK42	22190-120002	..SEAL WASHER (12)	4
13	PAFZZ	PAFZZ	XBFZZ	XBFZZ	2815015897677	0AK42	158552-51670	..JOINT, OVERFLOW	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015896558	0AK42	158601-51570	..PLUG, WATER PUMP	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015934771	0AK42	22190-180002	..WASHER (18)	3
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4710015897688	0AK42	158553-51551	..JOINT, COOLING WATER	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4820015897657	0AK42	158553-51640	..ELEMENT, THERMOSTAT	1
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015917004	0AK42	158553-51660	..O-RING (P14)	1
19	PAFFF	PAFFF	PAFFF	PAFFF	2910015956182	0AK42	119802-51590	..TIMER SET	1
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0AK42	119802-51600	..TIMER COMPLETE	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015937239	0AK42	24356-010200	...PACKING (1020)	1
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015937180	0AK42	119802-51680	...BACKUP RING	1
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015937166	0AK42	119802-51690	...O-RING	1
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015936288	0AK42	24372-000150	...RING, BACKUP (T2 P 15)	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015937193	0AK42	158553-51670	...O-RING (1011)	1
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5360015936284	0AK42	158553-51630	..SPRING, TIMER	1
27	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015936266	0AK42	158553-51680	..PACKING, TIMER	1
28	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5330015899937	0AK42	158552-51600	..PACKING, HEAD	1
29	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	22312-050140	..PARALLEL PIN (5 X 14)	2
30	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158557-51570	..PLUG	1
31	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158600-51270	..STOPPER, TAPPET	1
32	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158552-52400	..O-RING (4E S42)	1
33	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015917012	0AK42	158553-51770	..BOLT	4
34	XBFZZ	XBFZZ	PAFZZ	PAFZZ	2915015955127	0AK42	158552-52150	..PUMP ASSEMBLY, FUEL FEED	1
35	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158552-52500	...O-RING, PUMP	1
36	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158552-52310	..O-RING, PUMP	1
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015955405	0AK42	26106-060102	..BOLT (6 X 10) PLATED	1
38	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	158552-51580	..LIFTER	1
39	XBFZZ	XBFZZ	PAFZZ	PAFZZ		0AK42	24311-000070	..O-RING (1A P-7.0)	1
40	XBFZZ	XBFZZ	PAFZZ	PAFZZ		0AK42	22351-050010	..SPRING PIN (5 X 10)	2
41	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5315015917020	0AK42	119802-51090	..KEY, WOODRUFF (4 X 16)	1
42	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015896544	0AK42	158601-51790	..PLUG	1
43	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015934771	0AK42	22190-180002	..SEAL WASHER (12)	4
44	XBHZZ	XBHZZ	XBHZZ	XBHZZ		0AK42	158552-51781	..SPRING, ACTUATOR	1
45	XBHZZ	XBHZZ	XBHZZ	XBHZZ		0AK42	158601-51770	..PISTON	1
46	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340013237785	0AK42	23887-120002	..PLUG, HEX (M12)	1
47	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015954387	0AK42	119934-59910	..JOINT, PIPE	1
48	PAHZZ	PAHZZ	PAHZZ	PAHZZ	3020015960313	0AK42	119802-25901	..GEAR, DRIVE MOTION	1
49	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5306015464266	0AK42	129150-25301	..BOLT, MACHINE	4
50	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5310015469272	0AK42	26776-140002	..NUT, SELF-LOCKING, HEX M14	1
51	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5310015463576	0AK42	22217-140000	..WASHER, SPLIT	1
52	PAHZZ	PAHZZ	PAHZZ	PAHZZ	3040015464092	0AK42	158552-51151	..ADAPTER, HOUSING	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
53	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	119802-51250	.RETAINER, PUMP	1
54	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0AK42	26106-080162	.BOLT (M8 X 16 PLATED)	1
55	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015468913	0AK42	26106-080202	.BOLT (M8 X 20 PLATED)	1
56	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015267343	0AK42	26106-060142	.BOLT (M6 X 14 PLATED)	5
57	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0AK42	158563-61060	.COVER, GOVERNOR	
								CASE	1
58	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015955392	0AK42	24341-000360	.O-RING (1A S-36.0)	1
59	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340013237785	0AK42	23887-120002	..PLUG (M12 HEX)	1
60	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015934783	0AK42	22190-120002	.SEAL WASHER (12)	1
61	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306014317457	0AK42	26106-060202	..BOLT (M6 X 20	
								PLATED)	10
62	PAFZZ	PAFZZ	PAFZZ	PAFZZ	8145015960062	0AK42	158553-61050	.PACKING, CASE	1
63	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310014314065	0AK42	26756-060002	.LOCK NUT (6)	1
64	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015955339	0AK42	129155-61460	.BOLT, IDLE	1
65	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015938761	0AK42	129155-51280	.O-RING (S6)	1
66	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2815015956052	0AK42	119660-61901	.RETAINER, SHAFT	1
67	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015955405	0AK42	26106-060102	.BOLT (6 X 10 PLATED)	1
68	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0AK42	158552-61441	.LEVER, REGULATOR	1
69	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5360015960146	0AK42	119807-61420	.SPRING, RETURN	1
70	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015960143	0AK42	129255-61410	.NUT	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
THERMOSTAT REPAIR PARTS LIST

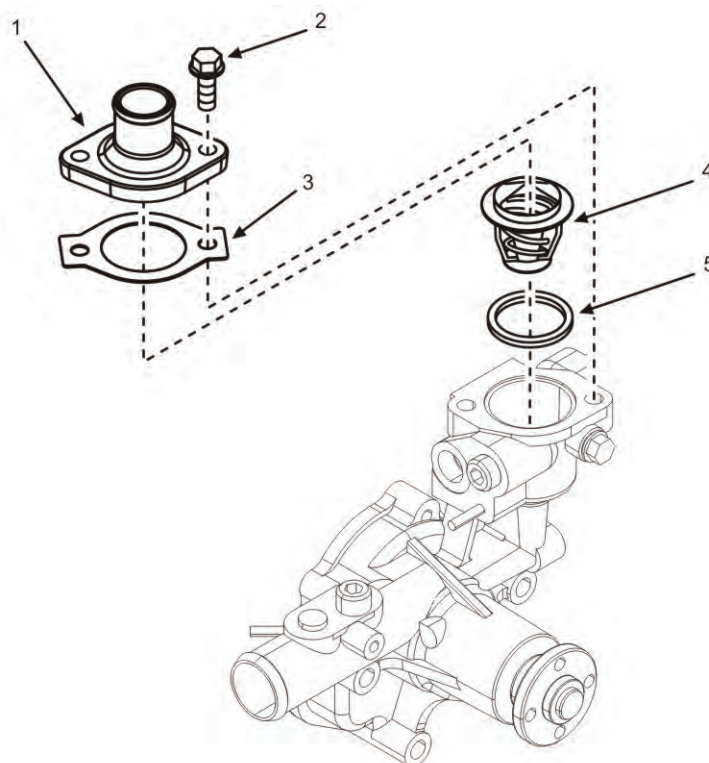


Figure 30. Thermostat.

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 090205									
FIG. 30 THERMOSTAT									
1	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129350-49530	.COVER, THERMOSTAT	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015468052	0AK42	26106-080222	.BOLT (M8 X 22 PLATED)	2
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330997278075	S8543	129795-49551	.GASKET, COVER (PART OF GASKET SET 729246-92940)	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5930015929360	0AK42	129457-49801	.THERMOSTAT	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015470461	0AK42	129150-49811	.GASKET, THERMOSTAT (PART OF GASKET SET 729246-92940)	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
WATER PUMP REPAIR PARTS LIST

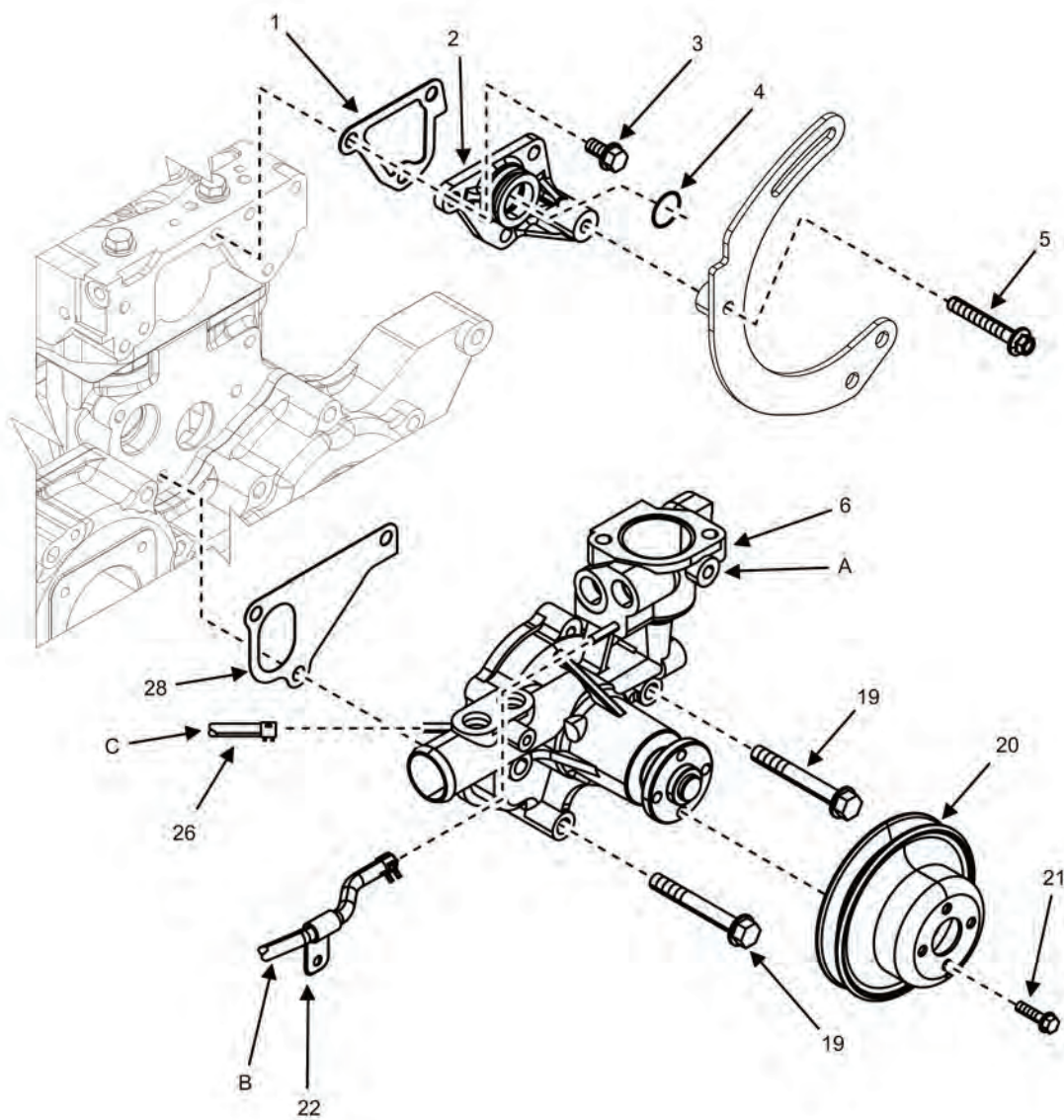


Figure 31. Water Pump (Sheet 1 of 2).

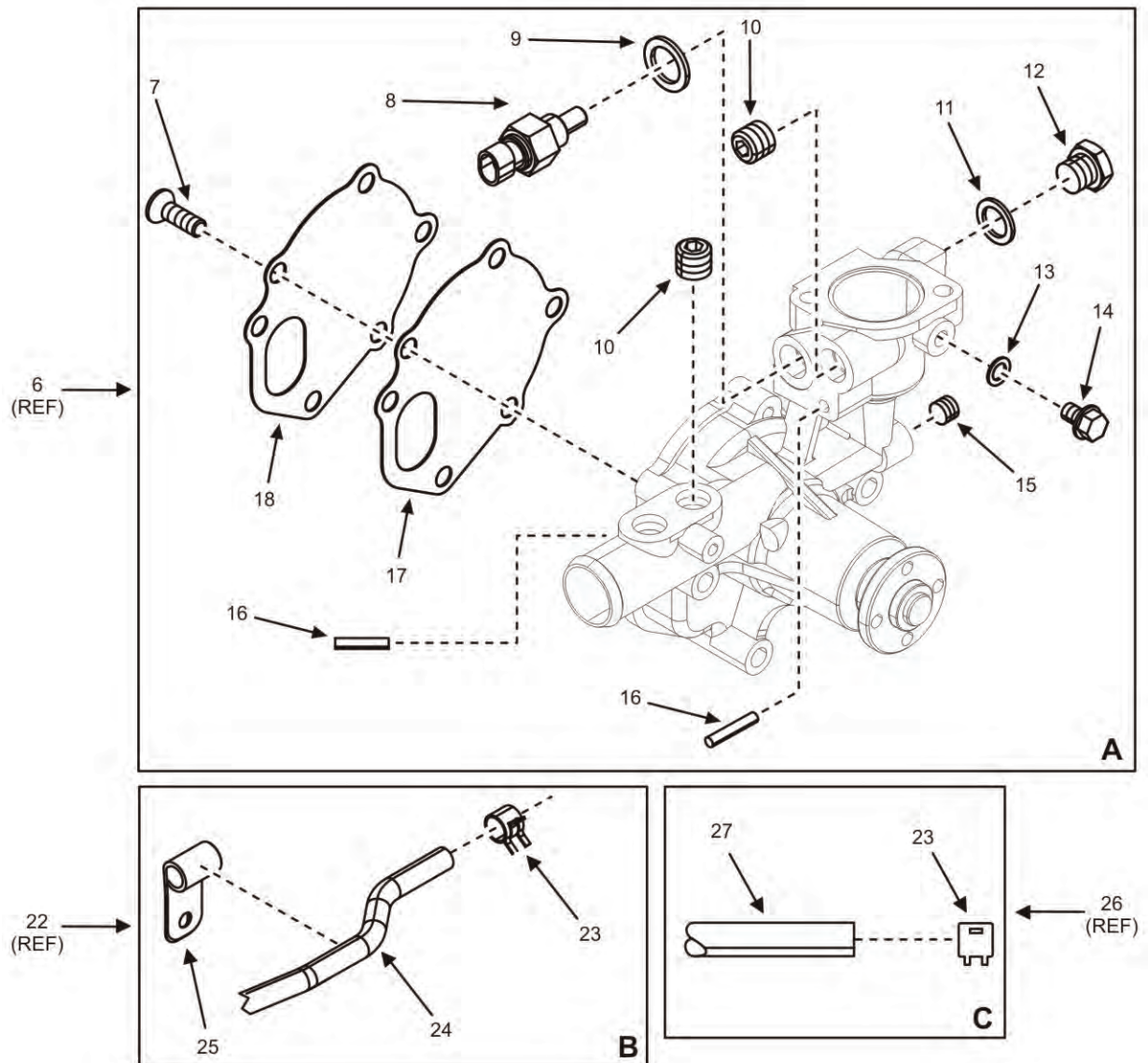


Figure 31. Water Pump (Sheet 2 of 2).

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 090206	
								FIG. 31 WATER PUMP	
1	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5330015463538	0AK42	124395-49840	..GASKET, CASE (PART OF GASKET SET 729246-92940)	1
2	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129004-42040	..JOINT, PUMP	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015470515	0AK42	26106-080162	..BOLT (M8 X 16 PLATED)	3
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015470466	0AK42	129486-42140	..O-RING (G30) (PART OF GASKET SET 729246-92940)	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306013886230	0AK42	26106-080452	..BOLT (M8 X 45 PLATED)	1
6	PAFFF	PAFFF	PAFFF	PAFFF	2930015380889	0AK42	129508-42001	..PUMP ASSEMBLY, WATER	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015468870	0AK42	121850-42410	..SCREW	3
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		82647	5D24-0698	..SENSOR, TEMPERATURE	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015918691	39428	9804A241	..WASHER, SEALING	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015468903	0AK42	129916-49740	..PLUG (R03)	2
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015468898	0AK42	124465-44950	..GASKET, 16	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4370015464242	0AK42	121450-42450	..PLUG (M16)	1
13	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5330014546389	0AK42	23414-080000	..GASKET 8, ROUND (PART OF GASKET SET 729246-92940)	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305144697436	S4163	26106-080122	..BOLT (M8 X 12 PLATED)	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015464247	0AK42	23876-010000	..PLUG (PT 1/8 SCREW)	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015469253	0AK42	119802-49113	..JOINT, PIPE	2
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015470629	0AK42	129100-42051	..GASKET, WATER PUMP	1
18	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129100-42121	..PLATE	1
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015470515	0AK42	26106-080602	..BOLT (M8 X 60 PLATED)	3
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	3020015899930	0AK42	129403-42380	..V-PULLEY, WATER PUMP	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013006264	19207	12485434-074	..BOLT (M6 X 12 PLATED)	4
22	XBFFF	XBFFF	XBFFF	XBFFF		0AK42	129004-49610	..PIPE, WATER MP2 A	1
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340013237844	0AK42	124722-59050	..CLIP, HOSE	4
24	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015468893	0AK42	129004-49711	..PIPE, WATER MP2 A	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015468917	0AK42	119802-49730	..CLAMP, PIPE	1
26	XBFFF	XBFFF	XBFFF	XBFFF		0AK42	129004-49620	..PIPE, WATER MP2 B	1
27	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015468124	0AK42	129004-49721	..PIPE, WATER MP2 B	1
28	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015468895	0AK42	129486-42021	..GASKET, WATER PUMP (PART OF GASKET SET 729246-92940)	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
BATTERY-CHARGING ALTERNATOR AND BELT REPAIR PARTS LIST

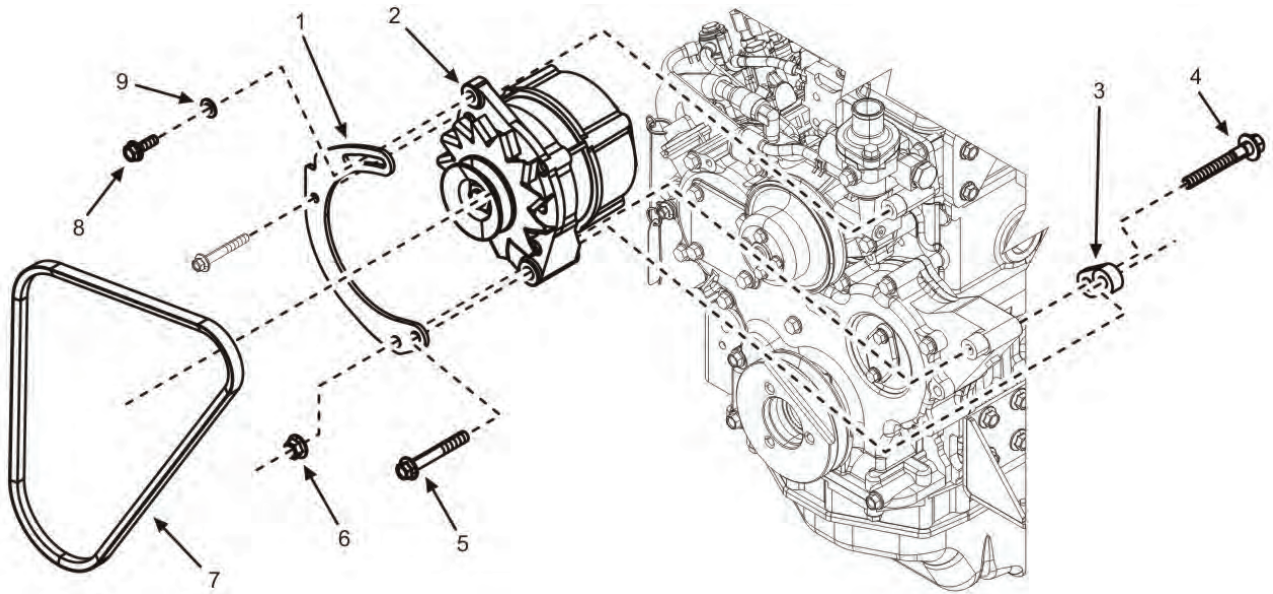


Figure 32. Battery-Charging Alternator and Belt.

(1)	(2)				(3)	(4)		(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N		DESCRIPTION AND UOC	QTY.
									GROUP 090207	
									FIG. 32 BATTERY-CHARGING ALTERNATOR AND BELT	
1	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20859		.BRACKET, ALTERNATOR ADJUST	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	11.203.849		.ALTERNATOR, BATTERY-CHARGING	1
3	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20857		.MEMBER, ALTERNATOR SUPPORT	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5307015927895	44940	04-20858		.STUD, ALTERNATOR	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015919018	44940	AES10M10C070WB4K 42		.SCREW, HEX FLANGE (M10X1.25X70)	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M10		.NUT, HEX FLANGE M10X1.5	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		47WU2	AX38 9012-2038		.BELT, VEE DRIVE 1/2 INCH X 39.3 IN	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B025WB4K 42		.SCREW, HEX FLANGE (M8X1.25X25)	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN126-M8		.WASHER, FLAT M8	1
									END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
STARTER REPAIR PARTS LIST**

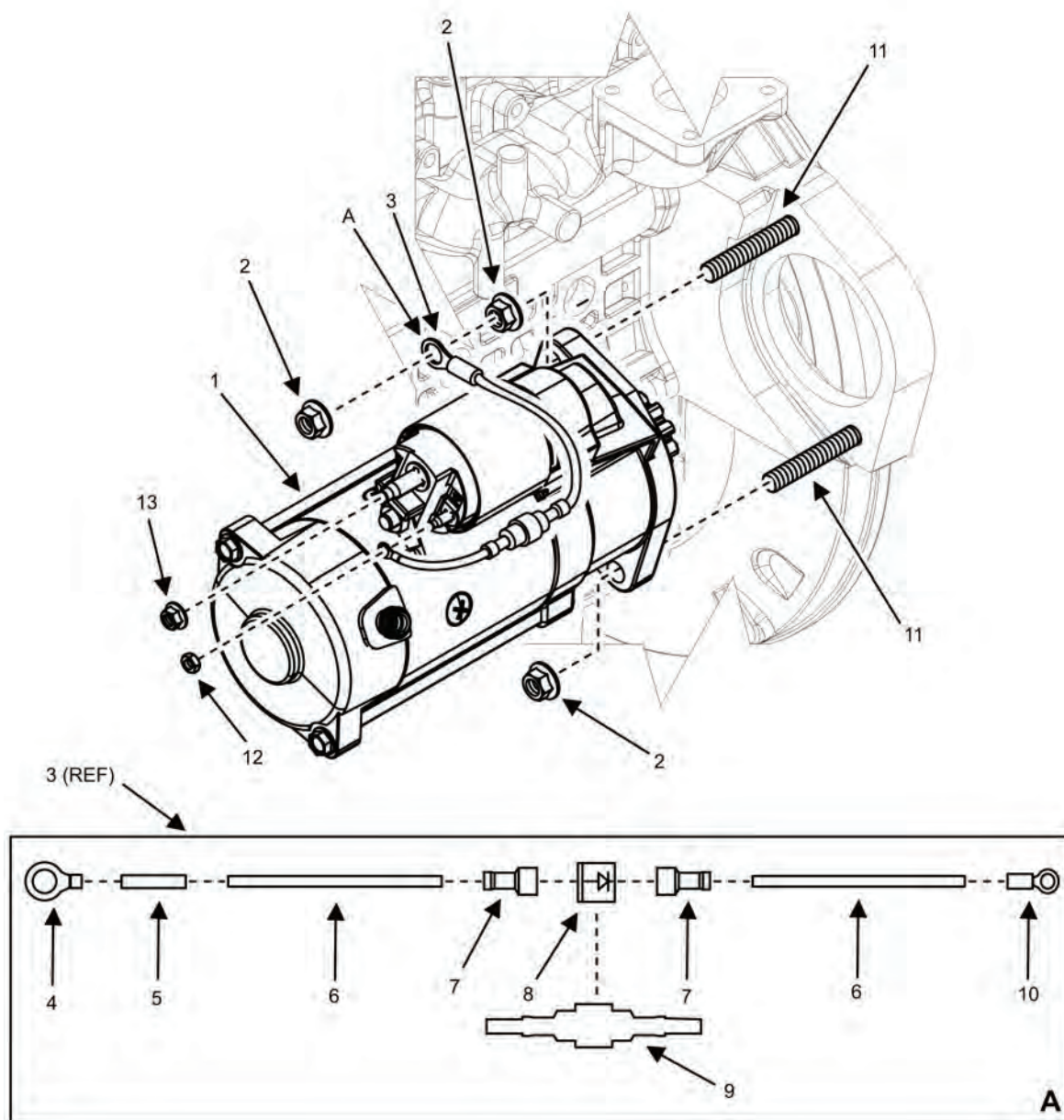


Figure 33. Starter.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090208	
								FIG. 33 STARTER	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6110015958949	44940	11.131.457	.MOTOR, STARTER, 24 VOLT	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015980233	05047	AEN18M10C000BA7H91	.NUT, HEX FLANGE (M10 X 1.5)	3
3	PAFFF	PAFFF	PAFFF	PAFFF	6150015860281	44940	04-21425	.LEAD, ELECTRICAL	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015859905	00779	160140	..TERMINAL, LUG	1
5	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..LAMINATE, LABEL COVER	1
6	MFFZZ	MFFZZ	MFFZZ	MFFZZ	4010015906749	0X4C9	3271-16-26	..STRAND, WIRE (CUT TO LENGTH 300 MM + 35 MM FROM BULK ITEMS LIST, ITEM 25)	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015860213	30554	88-20275-3	..TERMINAL, DISCONNECT	2
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		3EUR0	GH60-04G-B-LF	..SEMICONDUCTOR DEVICE	1
9	MFFZZ	MFFZZ	MFFZZ	MFFZZ	5970014713258	28105	ST-301-1/2 BLACK	..SLEEVEING, INSULATING (CUT TO LENGTH 300 MM + 35 MM FROM ST-301-1/2 BLACK ON BULK ITEMS LIST)	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001434771	81343	MS25036-103	..TERMINAL, LUG	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5307015973973	44940	04-20771	.STUD (M10 X 1.5 X 60)	2
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310011688140	44940	DIN934-M5	.NUT, HEX (M5 X 0.8)	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015980222	05047	AEN18M08B000BA7H91	.NUT, HEX FLANGE (M8 X 1.25)	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
GOVERNOR ACTUATOR REPAIR PARTS LIST

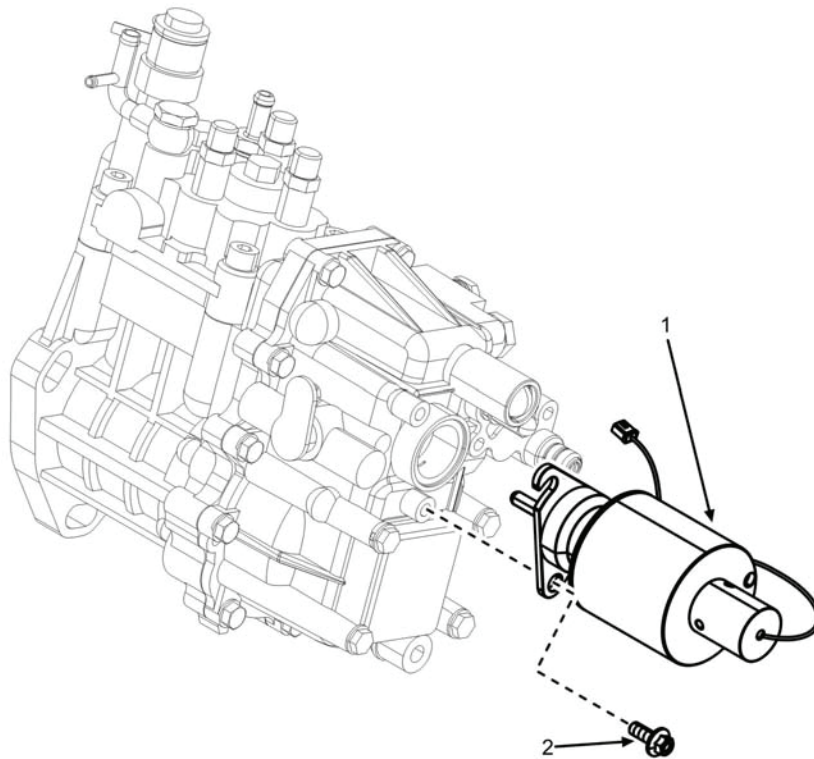


Figure 34. Governor Actuator (Sheet 1 of 1).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090209	
								FIG. 34 GOVERNOR ACTUATOR	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2910015955200	5DR61	9291	.GOVERNOR ACTUATOR	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K 42	.SCREW, CAP HEX HEAD	2
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
INTAKE MANIFOLD REPAIR PARTS LIST

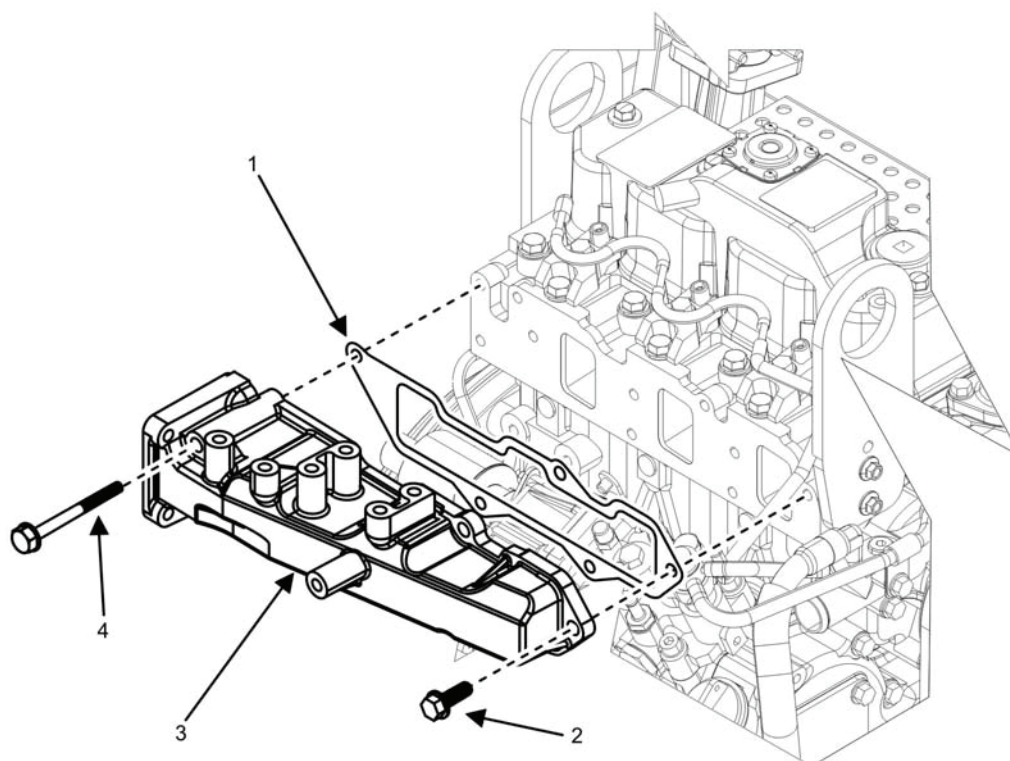


Figure 35. Intake Manifold (Sheet 1 of 1).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090210	
								FIG. 35 INTAKE MANIFOLD	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015938765	0AK42	129001-12110	.GASKET, INTAKE MANIFOLD (PART OF GASKET SET 729246-92940)	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015468913	0AK42	26106-080202	.BOLT, MACHINE, M8X20	4
3	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129006-12100	.MANIFOLD, INTAKE	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015468565	0AK42	26106-080802	.BOLT, MACHINE, M8X80	1
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
EXHAUST MANIFOLD REPAIR PARTS LIST**

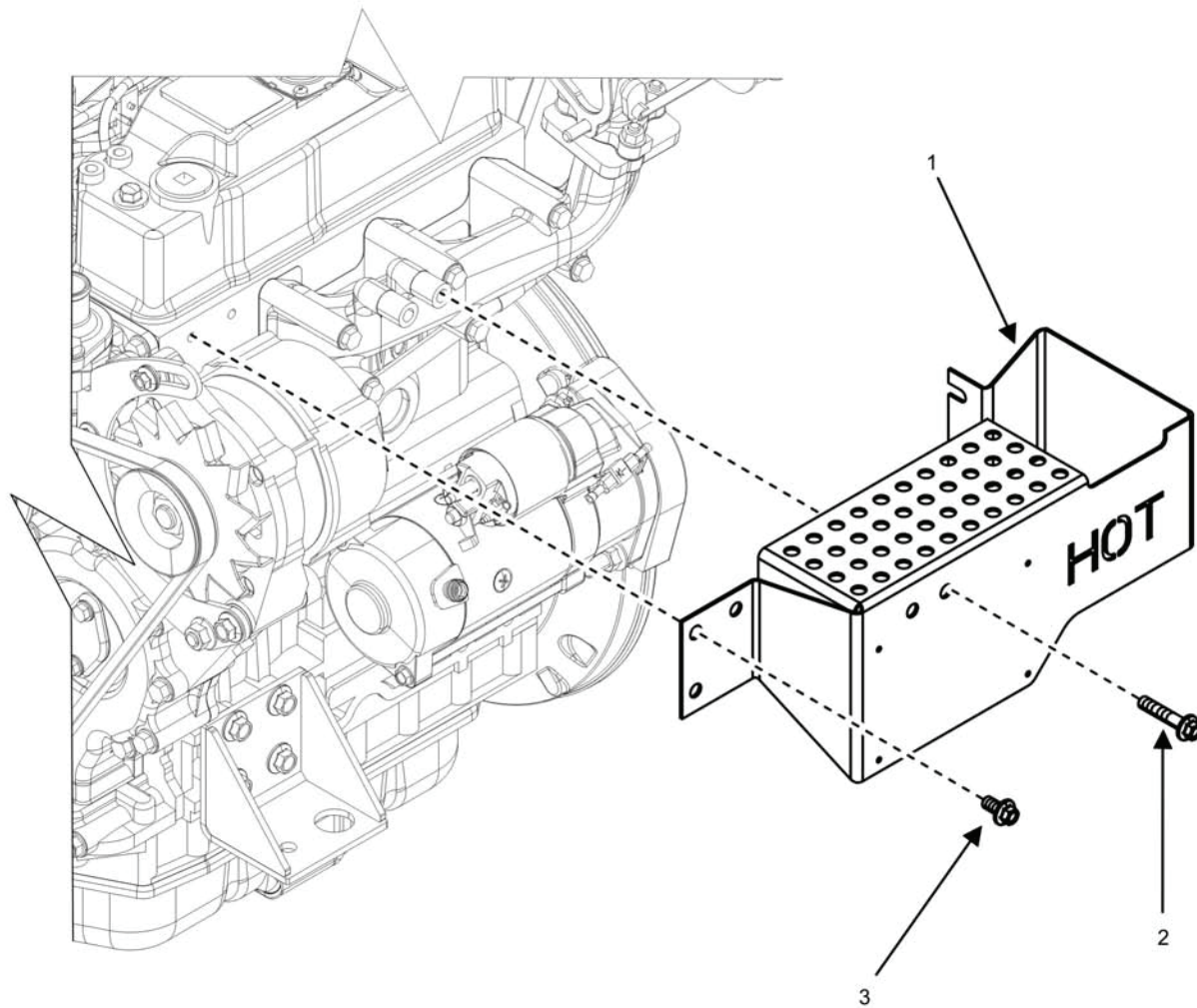


Figure 36. Exhaust Manifold (Sheet 1 of 2).

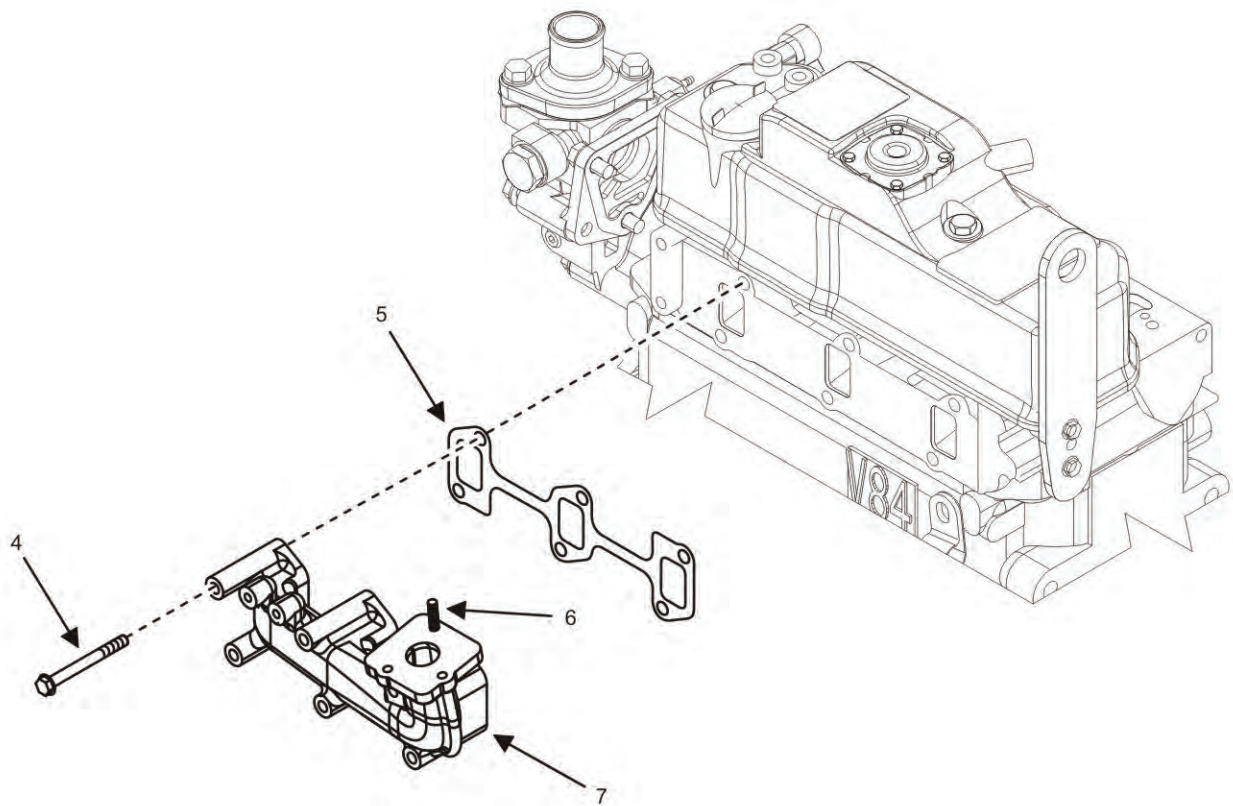


Figure 36. Exhaust Manifold (Sheet 2 of 2).

(1)	(2)				(3)	(4)		(5)	(6)	(7)
ITEM NO.	ARMY	AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N		DESCRIPTION AND UOC	QTY.
									GROUP 090211	
									FIG. 36 EXHAUST MANIFOLD	
1	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21293		.SHIELD, HEAT	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015919025	44940	AES10M08B045WB4K 42		.SCREW, HEX FLANGE, M8	2
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B016WB4K 42		.SCREW, HEX FLANGE M8	3
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015464268	0AK42	123900-13630		.BOLT, MACHINE, M8X80	6
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015938760	0AK42	129150-13110		.GASKET, EXHAUST MANIFOLD (PART OF GASKET SET 729246-92940	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015468540	0AK42	119131-18320		.STUD, M8X22	3
7	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129139-13100		.MANIFOLD, EXHAUST	1
									END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
OIL PAN AND STRAINER REPAIR PARTS LIST**

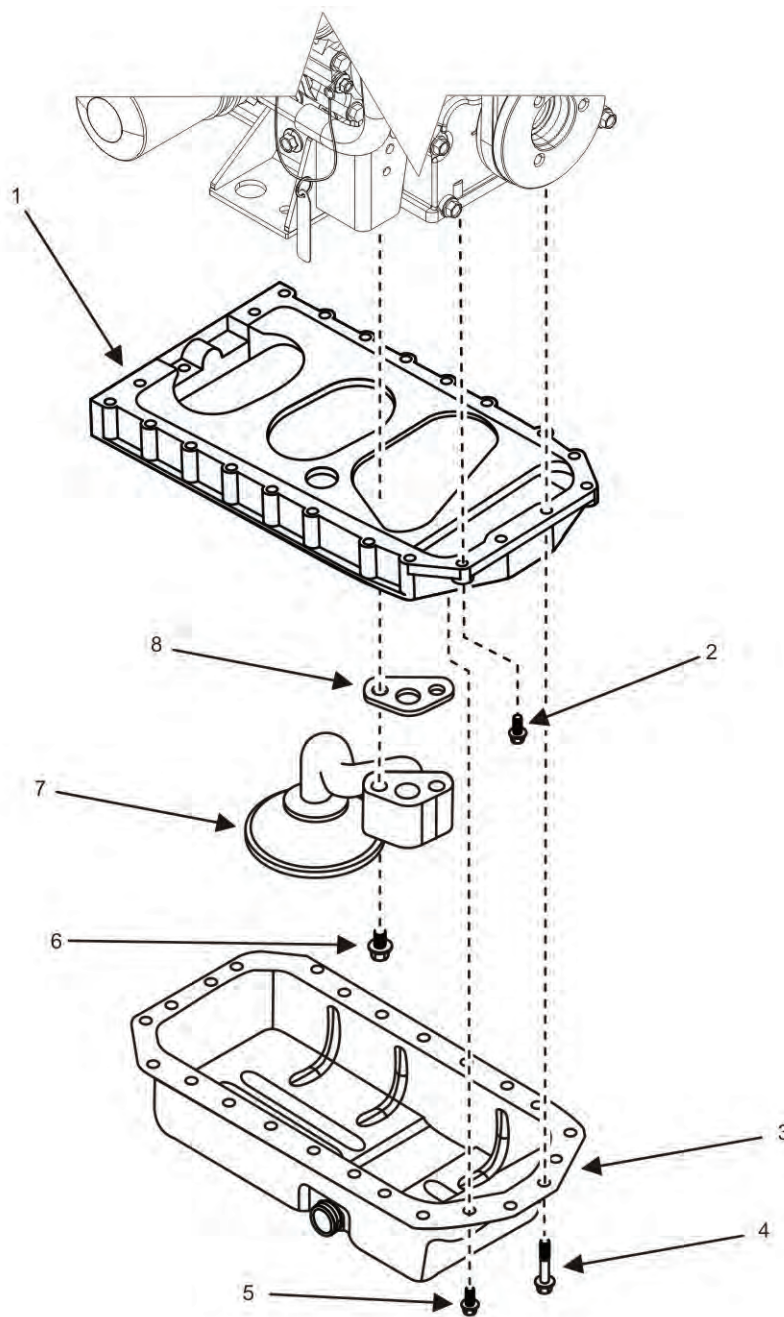


Figure 37. Oil Pan and Strainer.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090212	
								FIG. 37 OIL PAN AND STRAINER	
1	XBHZZ	XBHZZ	XBFZZ	XBFZZ		0AK42	129100-01730	.SPACER, OIL SUMP	1
2	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015472404	0AK42	26106-080252	.BOLT (M8 X 25 PLATED)	2
3	PAHHH	PAHHH	PAFFF	PAFFF	1615015955062	0AK42	129175-01770	.PAN, LUBRICATING OIL	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306013886230	0AK42	26106-080452	.BOLT (M8 X 45 PLATED)	20
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013886229	0AK42	26106-080162	.BOLT (M8 X 16 PLATED)	4
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306014317461	0AK42	26106-080352	.BOLT (M8 X 35 PLATED)	2
7	XBHZZ	XBHZZ	XBFZZ	XBFZZ		0B8S3	129135-35090	.STRAINER, OIL INLET	1
8	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5330015466844	0AK42	129150-35042	.GASKET, PIPE (PART OF GASKET SET 729246-92940	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
FLYWHEEL REPAIR PARTS LIST

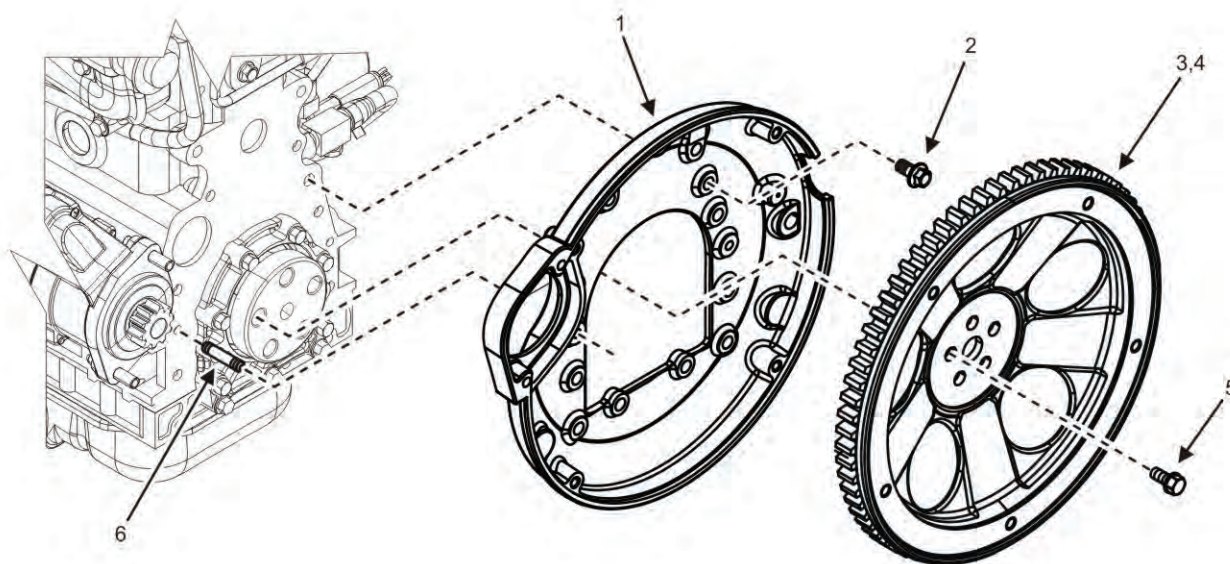


Figure 38. Flywheel.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	P/N	(5)	(6) DESCRIPTION AND UOC	(7) QTY.
									GROUP 090213	
									FIG. 38 FLYWHEEL	
1	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-20171		.HOUSING, FLYWHEEL	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES07M10C025WB4K42		.SCREW, HEX FLANGE HEAD (M10 X 1.5 X 25)	10
3	PBFZZ	PBFZZ	PBFZZ	PBFZZ	2815015968062	44940	04-21344		.FLYWHEEL (UOC 98G)	1
4	PBFZZ	PBFZZ	PBFZZ	PBFZZ		44940	04-20219		.FLYWHEEL (UOC 98H)	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES07M10B020WB4K41		.SCREW, HEX FLANGE HEAD (M10 X 1.25 X 20)	5
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN1481-M3X40		.PIN, SPRING	1
END OF FIGURE										

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
CRANKCASE REAR BEARING COVER REPAIR PARTS LIST

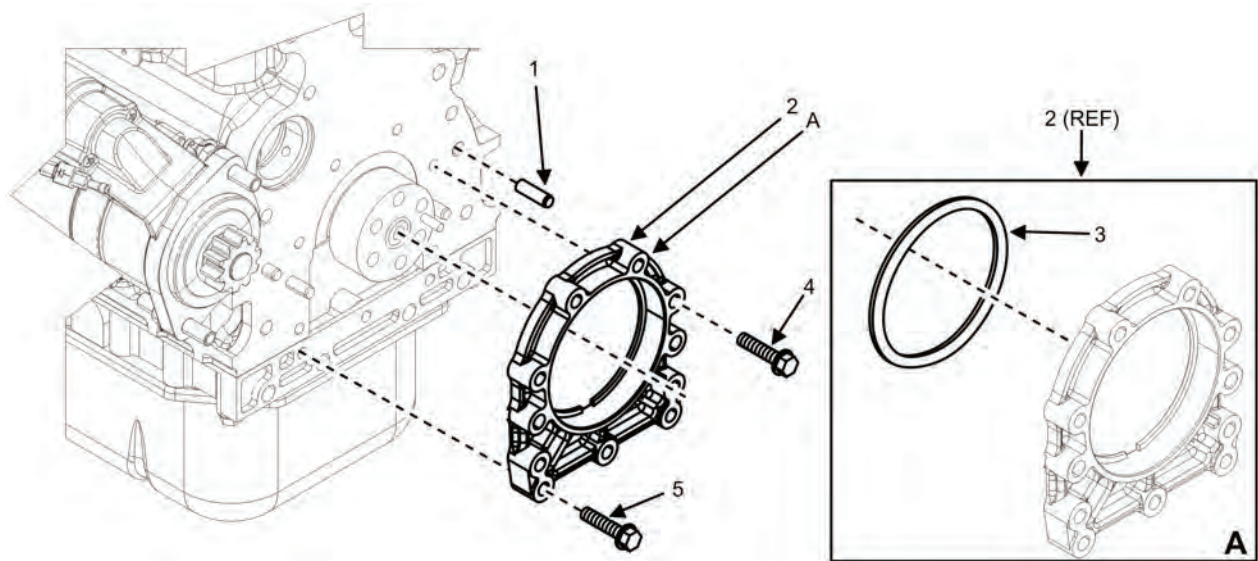


Figure 39. Crankcase Rear Bearing Cover.

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 090214									
FIG. 39 CRANKCASE REAR BEARING COVER									
1	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5315015469902	0AK42	129100-01580	.PIN, SHOULDER HEADLESS (M8 X 16)	4
2	PCFFF	PCFFF	PCFFF	PCFFF	5330015917238	0B8S3	129100-01640	.CASE ASSEMBLY, OIL SEAL	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330014544384	0AK42	129795-01780	..SEAL, OIL	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015468899	0AK42	129486-01670	.BOLT (M8 X 30)	6
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306014317461	0AK42	26106-080352	.BOLT (M8 X 35)	5
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
INTAKE AIR HEATER REPAIR PARTS LIST

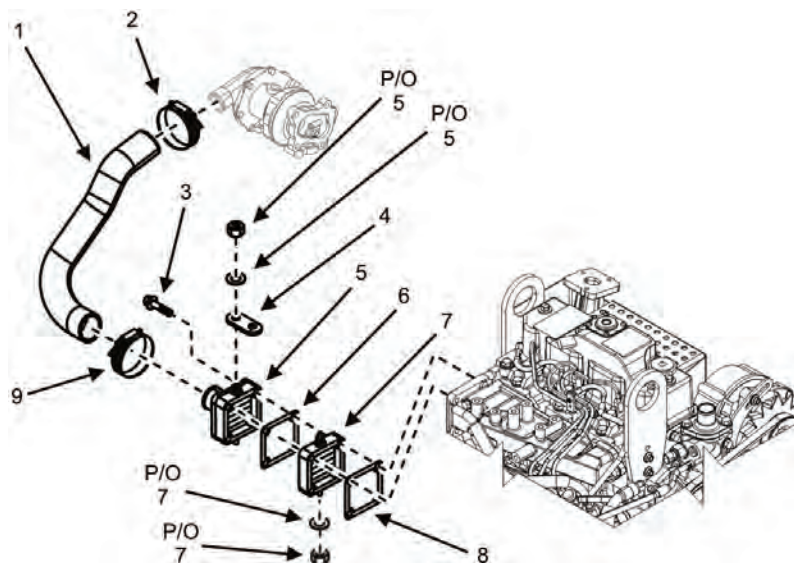


Figure 40. Intake Air Heater.

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 090215									
FIG. 40 INTAKE AIR HEATER									
1	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4720015954656	0AK42	129009-12060	.HOSE, INTAKE	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015954476	0AK42	23000-041000	.CLAMP, HOSE 41	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015470515	0AK42	26106-080602	.BOLT, M8 X 60 PLATED	4
4	PBFZZ	PBFZZ	PBFZZ	PBFZZ	5310015927891	44940	04-20091	.BUSBAR, COPPER	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4520015954748	0AK42	129033-77500	.HEATER, AIR	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330014774043	0AK42	129100-77510	..GASKET, AIR HEATER (PART OF GASKET SET 729246-92940)	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4520014246353	0AK42	129100-77501	.HEATING ELEMENT (PART OF GASKET SET 729246-92940)	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330014195480	0AK42	129150-77511	.GASKET, AIR HEATER	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015897767	0AK42	23000-060000	.CLAMP, HOSE 60	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
TURBOCHARGER REPAIR PARTS LIST

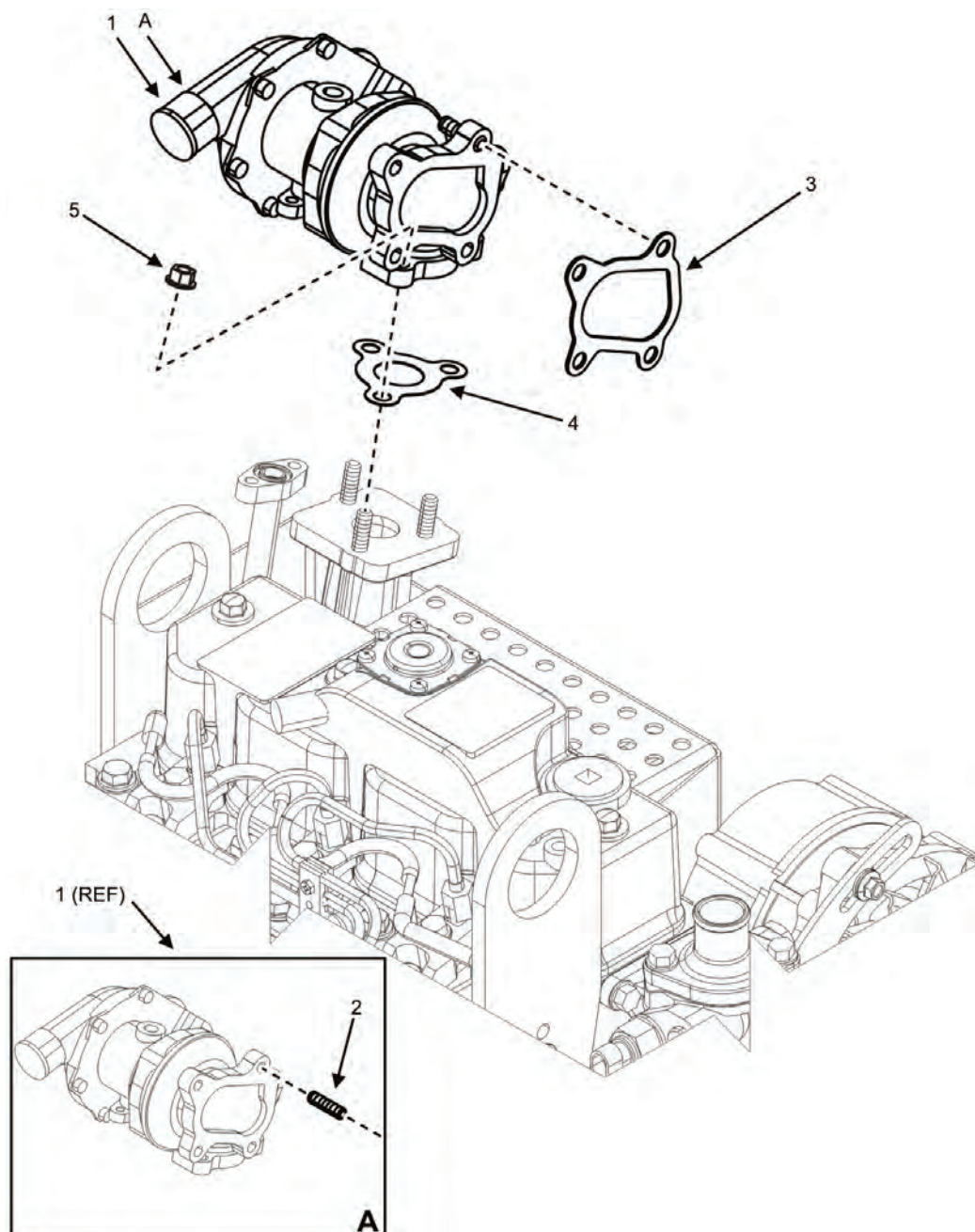


Figure 41. Turbocharger (Sheet 1 of 2).

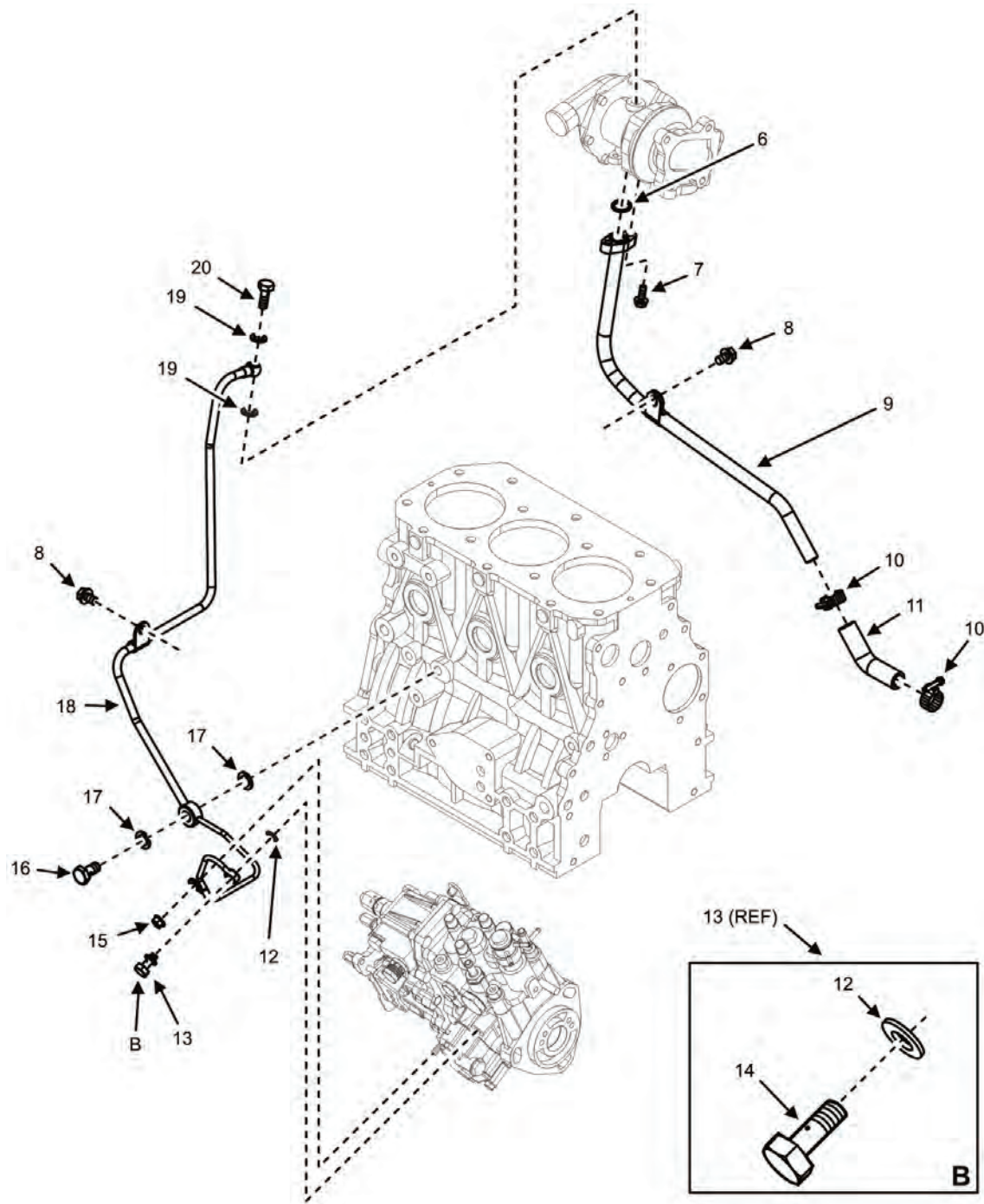


Figure 41. Turbocharger (Sheet 2 of 2).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090216	
								FIG. 41 TURBOCHARGER	
1	PAFFF	PAFFF	PAFFF	PAFFF	2950015878314	0AK42	129044-18010	.TURBOCHARGER	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5307015468878	0AK42	129418-18320	..STUD, LOCKED IN	4
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015942104	0AK42	129403-18091	.GASKET, TURBINE OUT (PART OF GASKET SET 729246- 92940)	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015954941	0AK42	129535-18100	.GASKET, TURBINE INLET (PART OF GASKET SET 729246- 92940)	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015468927	0AK42	26306-080002	.NUT, M8	3
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015955388	0AK42	24316-000160	.O-RING (4D P-16.0) (PART OF GASKET SET 729246-92940)	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013886229	0AK42	26106-060162	.BOLT (M6 X 16 PLATED)	2
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305144697436	0AK42	26106-080122	.BOLT (M8 X 12 PLATED)	1
9	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129139-39610	.PIPE, LUBRICATION RETURN	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015400594	0AK42	23000-022000	.CLAMP (22)	2
11	PCFZZ	PCFZZ	PCFZZ	PCFZZ	4730015954455	0AK42	129044-39610	.JOINT, RUBBER	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015468875	0AK42	22190-080002	.WASHER, SEAL (8S)	2
13	XBFFF	XBFFF	XBFFF	XBFFF		0AK42	129005-59830	.BOLT ASSEMBLY, JOINT	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015469263	0AK42	23857-030000	..BOLT, JOINT (3)	1
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310013888826	0AK42	26366-060002	.NUT (M6)	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015469886	0AK42	124160-39140	.BOLT, JOINT (M10)	1
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015469316	0AK42	22190-100002	.WASHER (M10) (PART OF GASKET SET 729246-92940)	2
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4710015979386	0AK42	129006-39450	.PIPE, LUBRICATING OIL	1
19	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330014546389	0AK42	23414-080000	.GASKET, ROUND (8) (PART OF GASKET SET 729246-92940)	2
20	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015955335	0AK42	105010-39140	.BOLT, PIPE JOINT	1
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
CYLINDER HEAD ASSEMBLY REPAIR PARTS LIST**

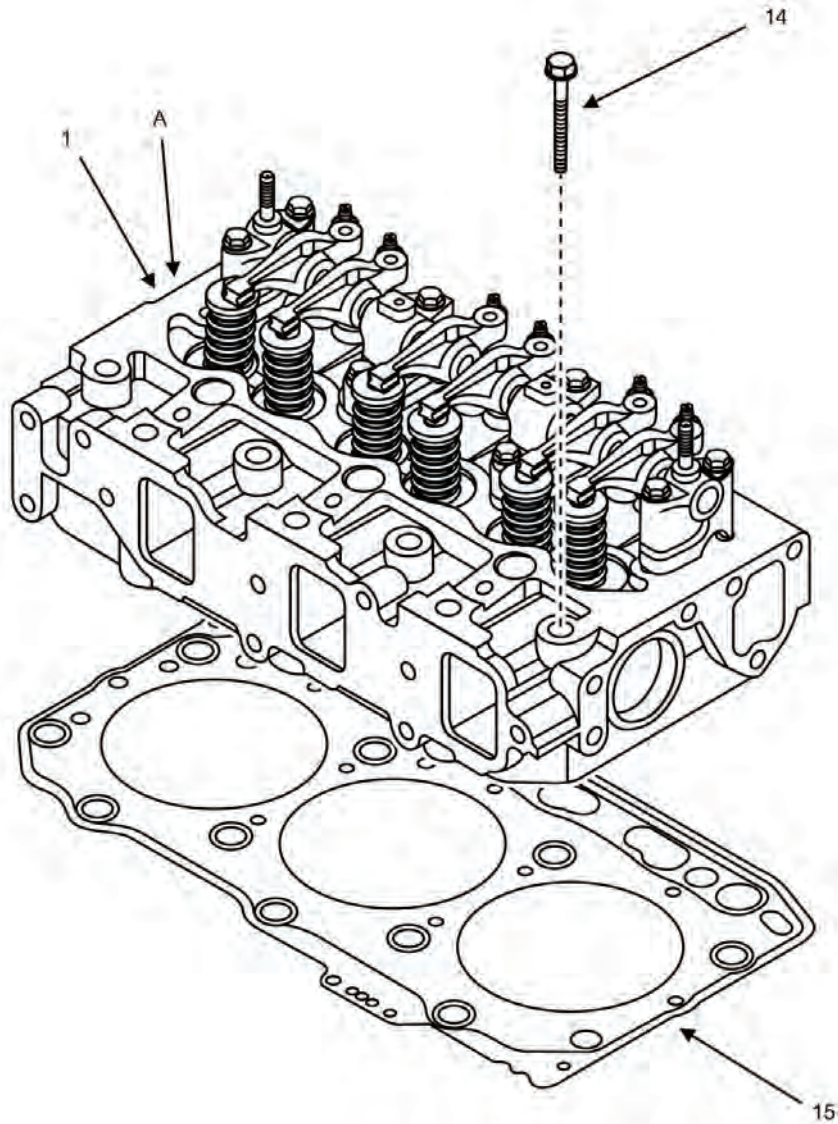


Figure 42. Cylinder Head Assembly (Sheet 1 of 2).

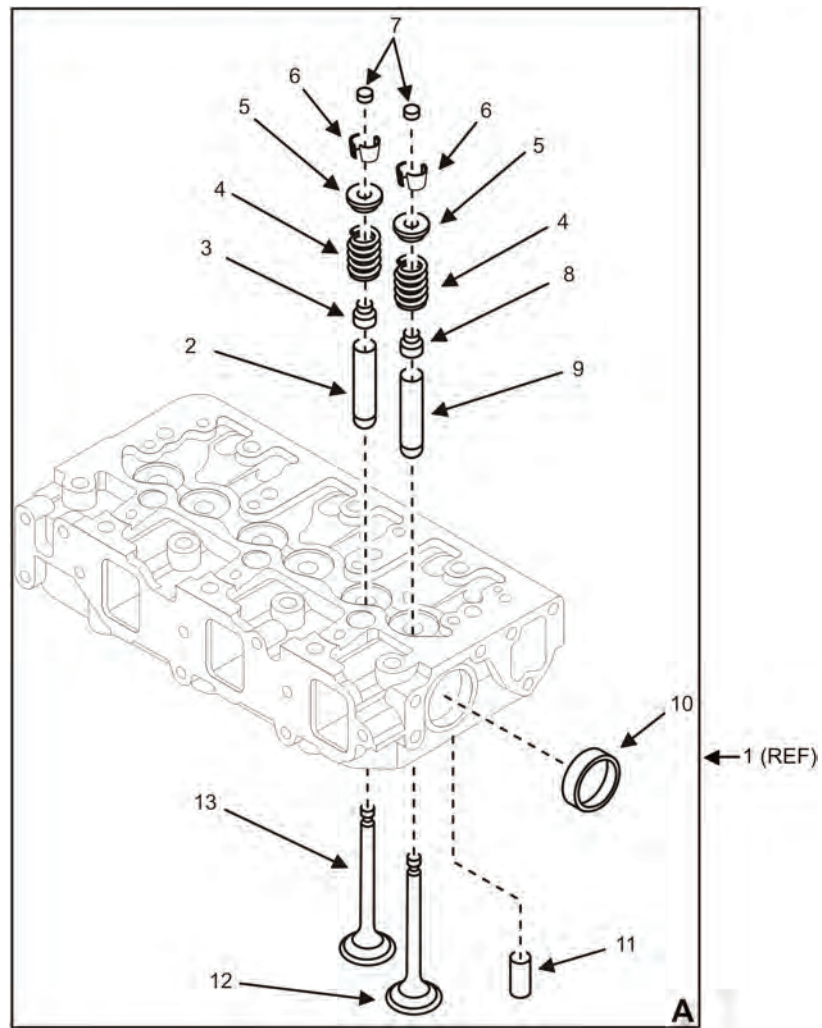


Figure 42. Cylinder Head Assembly (Sheet 2 of 2).

(1)	(2)			(3)	(4)	(5)	(6)	(7)	
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 090217	
								FIG. 42. CYLINDER HEAD ASSEMBLY	
1	PAFHH	PAFHH	PAFFF	PAFFF	2815015877235	0AK42	129009-11710	..HEAD ASSY,	1
2	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015956613	0AK42	129150-11810	..GUIDE, VALVE EXHAUST	3
3	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5330997953519	0AK42	121400-11340	..SEAL, VALVE STEM EXHAUST (PART OF GASKET SET 729246-92940)	3
4	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5360015806254	0AK42	129795-11120	..SPRING, VALVE	6
5	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015803515	0AK42	129795-11180	..RETAINER, SPRING	6
6	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5315015956252	0AK42	27310-080001	..COLLETT, 8	6
7	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015871806	0AK42	129150-11370	..CAP, VALVE	6
8	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5330015954934	0AK42	124460-11340	...SEAL, VALVE STEM INTAKE (PART OF GASKET SET 729246-92940)	3
9	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015956598	0AK42	120130-11860	..GUIDE, VALVE INTAKE	3
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0AK42	27241-400000	..PLUG	2
11	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5315015470091	0AK42	22351-060012	..SPRING PIN 6X12	2
12	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015955108	0AK42	129004-11130	..VALVE, INTAKE	3
13	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015955066	0AK42	129100-11130	..VALVE,EXHAUST	3
14	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015470465	0AK42	129150-01200	..BOLT, CYLINDER HEAD	14
15	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5330015954938	0AK42	129002-01331	..GASKET, HEAD (PART OF GASKET SET 729246-92940)	1
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
VALVE COVER REPAIR PARTS LIST**

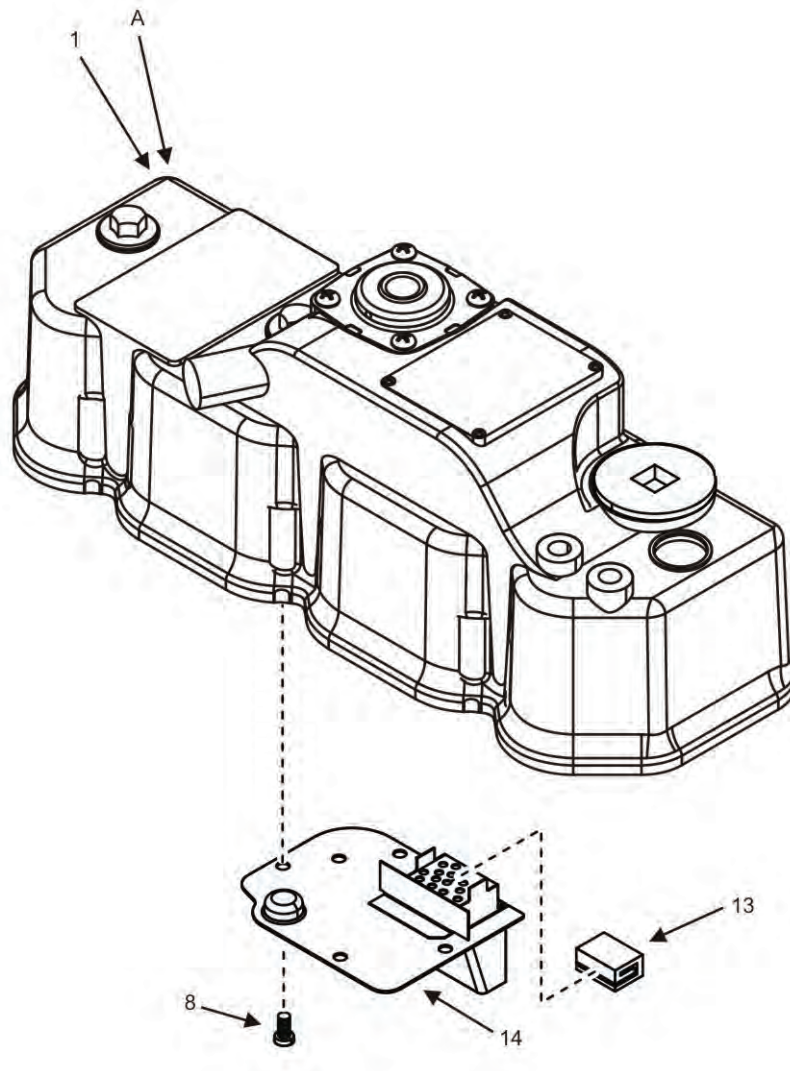


Figure 43. Valve Cover (Sheet 1 of 2).

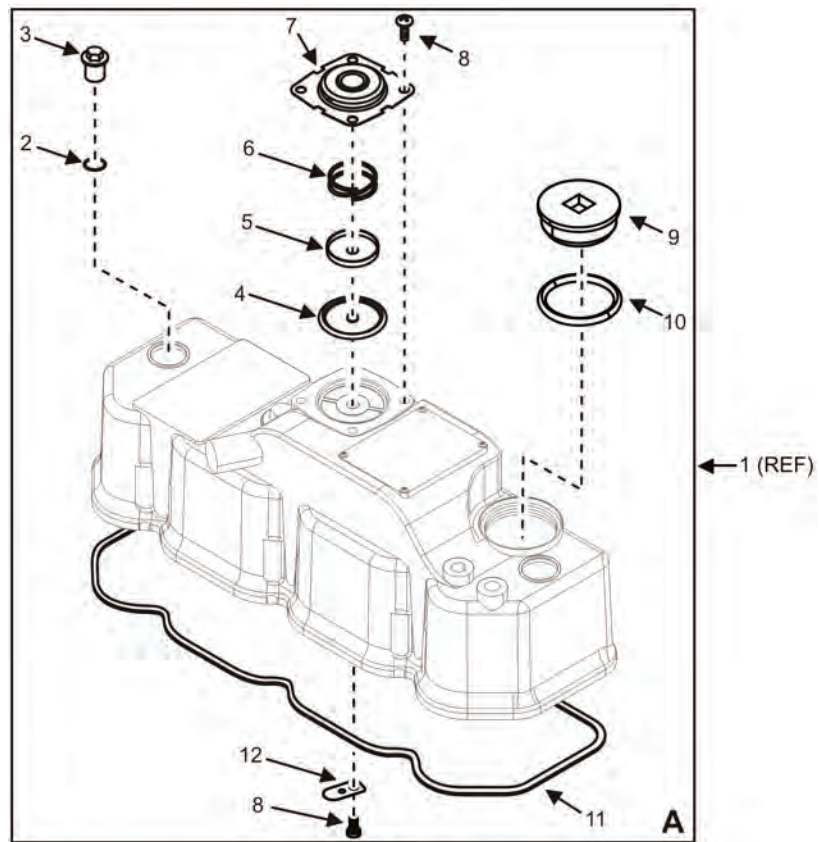


Figure 43. Valve Cover (Sheet 2 of 2).

(1)	(2)			(3)	(4)	(5)	(6)	(7)	
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 09021701	
								FIG. 43 VALVE COVER	
1	PAFFF	PAFFF	PAFFF	PAFFF	4820015955442	0AK42	129009-11350	.VALVE COVER ASSEMBLY, HEAD)	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015468517	0AK42	24311-000120	.PACKING, P 12.0 (PART OF GASKET SET 729246-92940)	3
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5355015469841	0AK42	124160-11360	.FASTENER	3
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4820015955073	0AK42	119802-03130	..DIAPHRAGM	1
5	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	119802-03110	..PLATE, CENTER	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5360015953490	0AK42	119802-03141	..SPRING, DIAPHRAGM	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4810015954723	0AK42	119802-03121	..COVER, DIAPHRAGM	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305015468629	0AK42	22857-500100	..SCREW, M5X10	9
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2930015569612	0AK42	119807-11770	..COVER, FILLER	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015468126	0AK42	24311-000320	.O-RING 1A P- 32.0 (PART OF GASKET SET 729246-92940)	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015938759	0AK42	129004-11310	..GASKET, VALVE COVER (PART OF GASKET SET 729246-92940)	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2510015935711	0AK42	129009-11340	..SPRING, PLATE	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2815015955799	0AK42	129150-03070	..BAFFLE, BREATHER	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4420015967714	0AK42	129004-03010	..PLATE, BAFFLE	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
ROCKER ARMS AND PUSH RODS REPAIR PARTS LIST

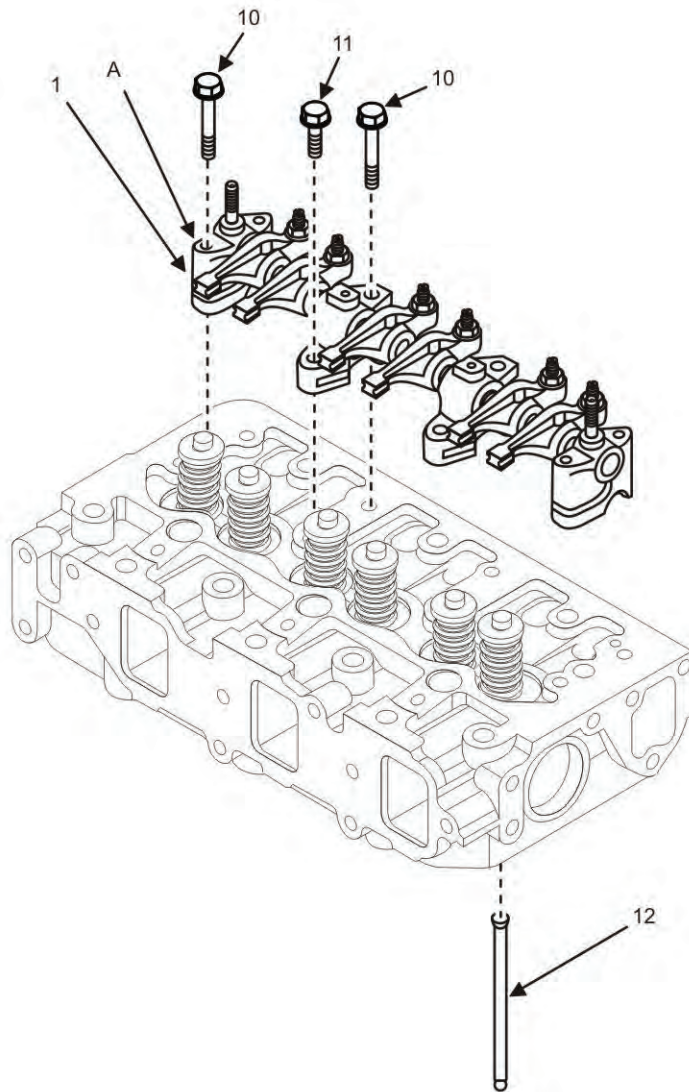


Figure 44. Rocker Arms and Push Rods (Sheet 1 of 3).

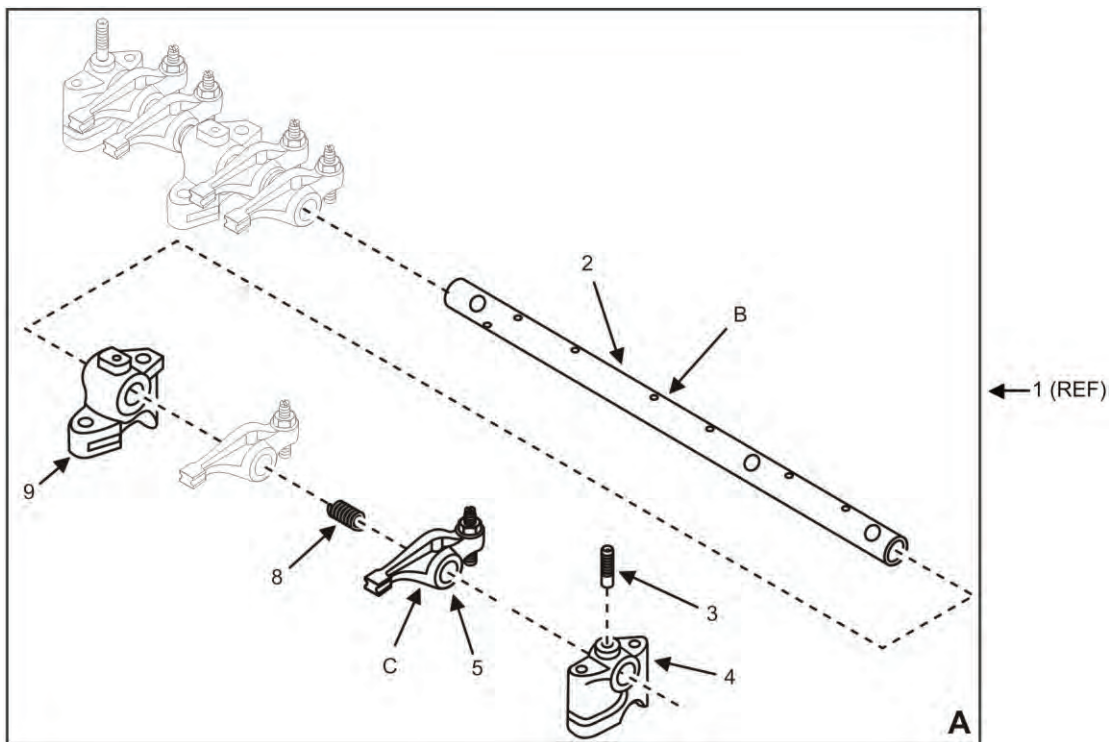


Figure 44. Rocker Arms and Push Rods (Sheet 2 of 3).

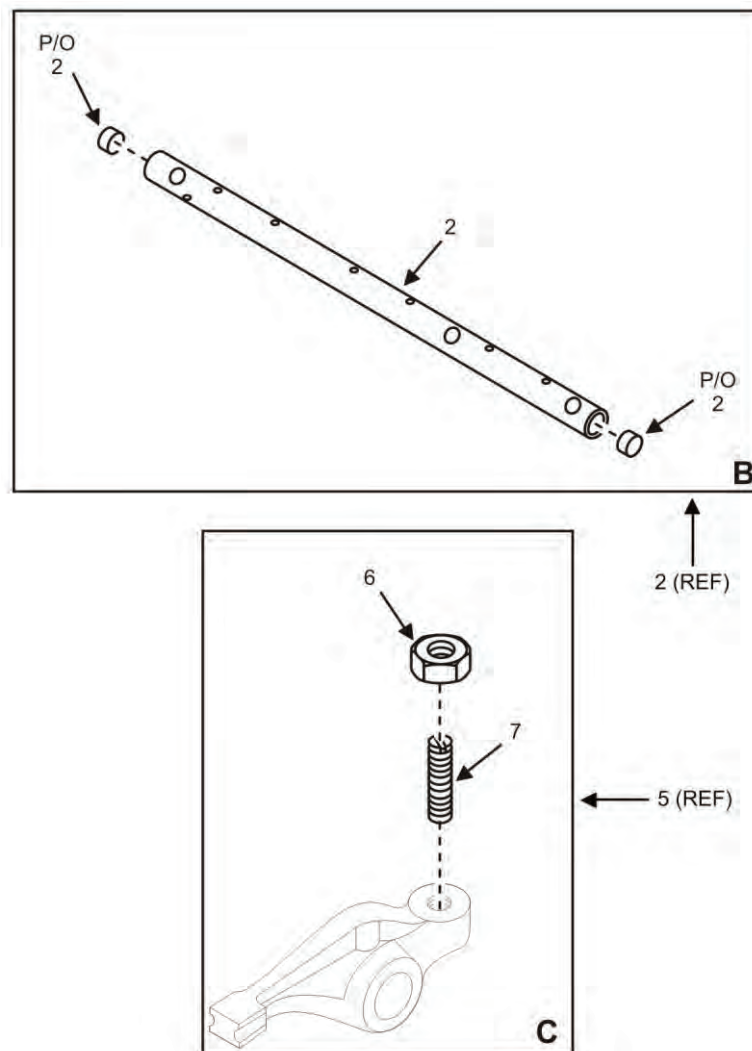


Figure 44. Rocker Arms and Push Rods (Sheet 3 of 3).

(1)	(2)			(3)	(4)	(5)	(6)	(7)	
ITEM NO.	ARMY	AIR FORCE	SMR CODE USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 09021702	
								FIG. 44. ROCKER ARMS AND PUSH RODS	
1	PAFHH	PAFHH	PAFHH	PAFHH	2815015954859	0AK42	129004-11241	.SHAFT ASSEMBLY, ROCKER ARM	1
2	XAFZZ	XAFZZ	XAFZZ	XAFZZ		0AK42	129004-11251	..SHAFT, ROCKER ARM	1
3	XAFZZ	XAFZZ	XAFZZ	XAFZZ		0AK42	119802-11280	..STUD	3
4	XAFZZ	XAFZZ	XAFZZ	XAFZZ		0AK42	119802-11260	..SUPPORT ARM A	2
5	XAFFF	XAFFF	XAFFF	XAFFF		0AK42	129004-11650	..ARM KIT,	6
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015468916	0AK42	129150-11750	...NUT, M8	6
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5315015468568	0AK42	129150-11230	...SCREW, VALVE ADJUST	6
8	XAFZZ	XAFZZ	XAFZZ	XAFZZ		0AK42	129150-11280	..SPRING, SHAFT	3
9	XAFZZ	XAFZZ	XAFZZ	XAFZZ		0AK42	119802-11270	..SUPPORT ARM B	2
10	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015464263	0AK42	26106-080502	.BOLT M8 X 50 PLATED	6
11	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015472404	0AK42	26106-080252	.BOLT M8 X 25 PLATED	2
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2920015464582	0AK42	129150-14400	.ROD, PUSH	6
END OF FIGURE									

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
SHORT BLOCK ASSEMBLY REPAIR PARTS LIST**

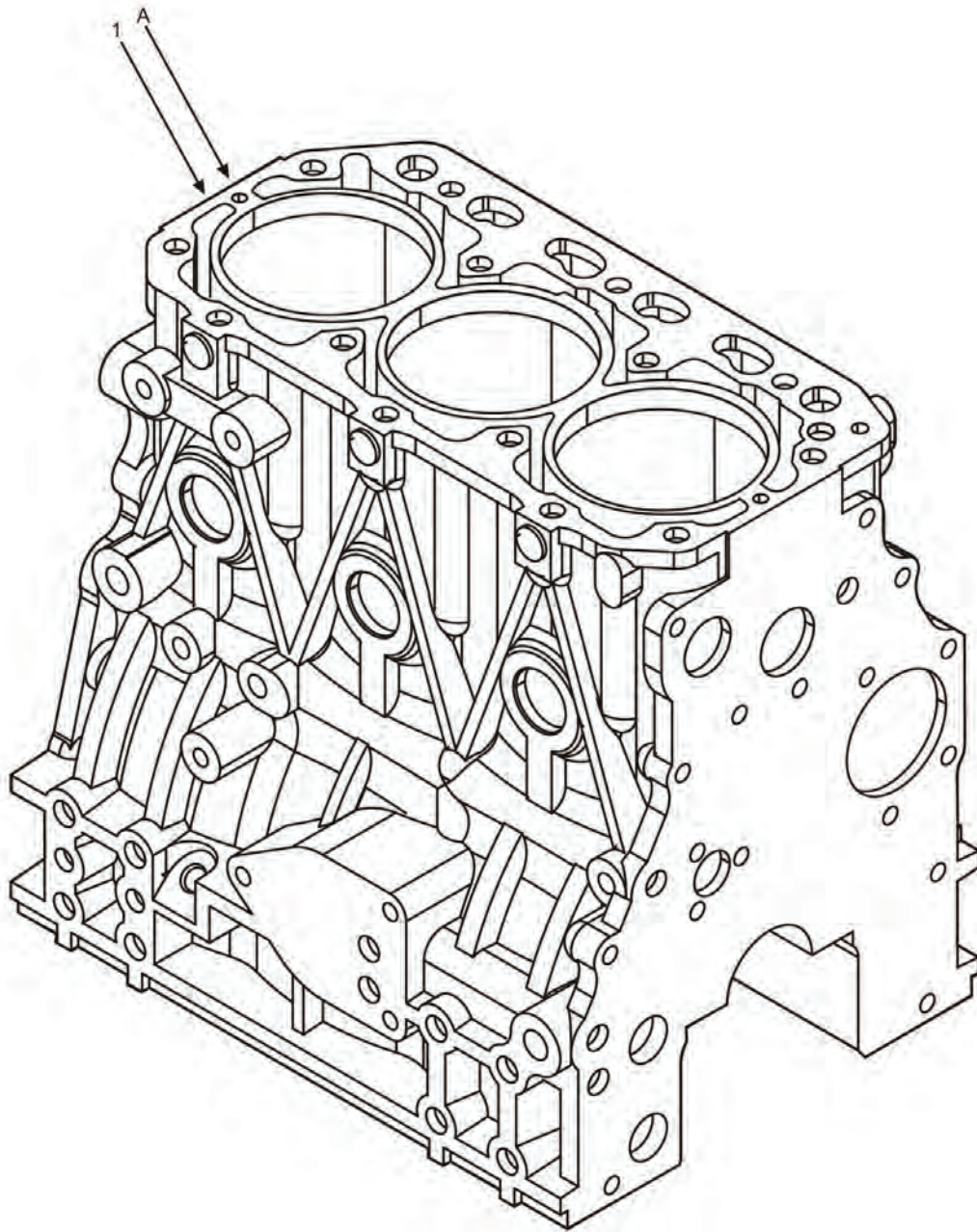


Figure 45. Short Block Assembly (Sheet 1 of 2).

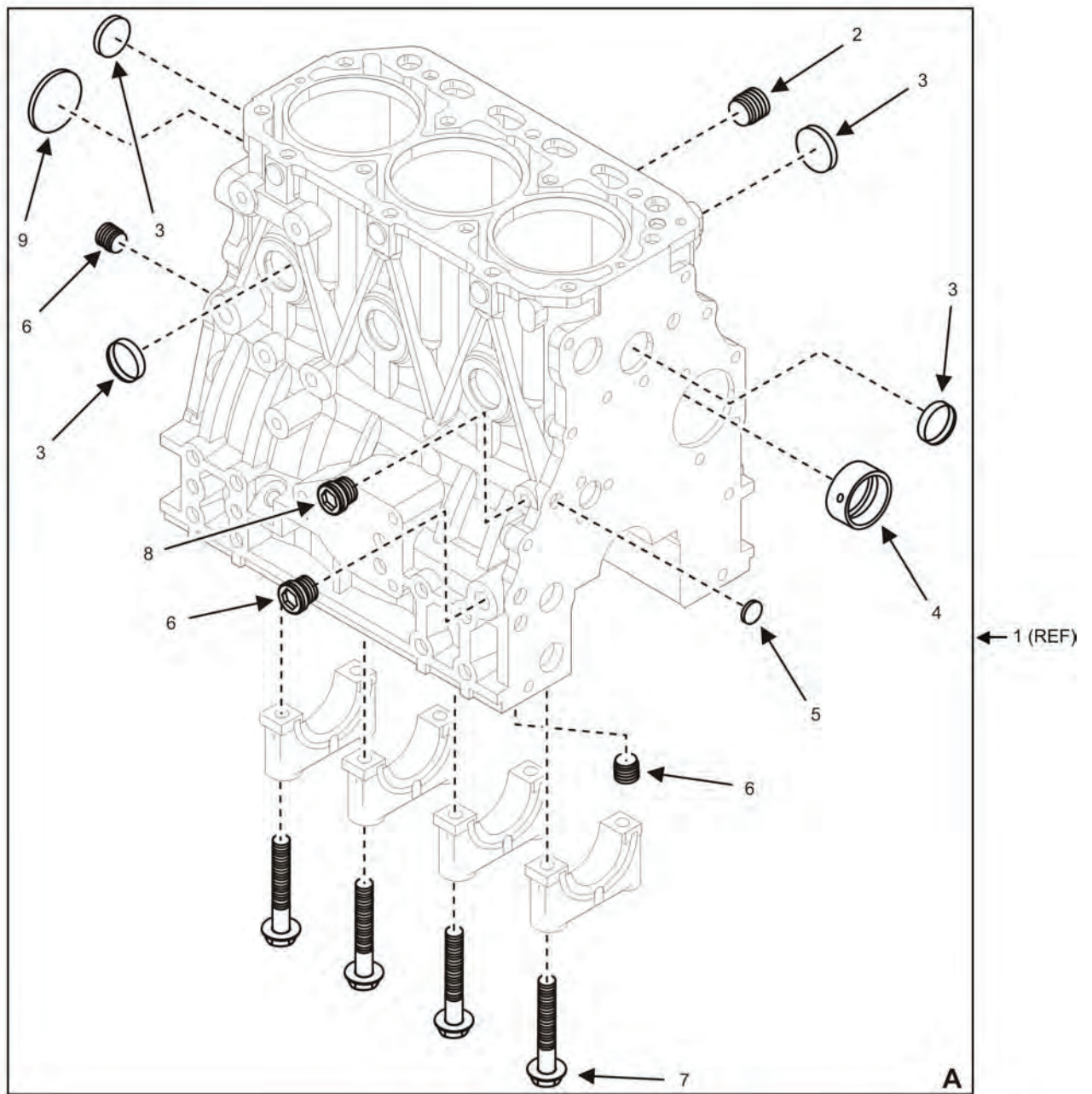


Figure 45. Short Block Assembly (Sheet 2 of 2).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 090218	
								FIG. 45 SHORT BLOCK ASSEMBLY	
1	XAFHH	XAFHH	XAFDD	XAFDD		0AK42	729006-01560	.ASSEMBLY, SHORT BLOCK	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015959840	0B8S3	171051-01921	..PLUG, NPTF1	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0B8S3	27241-300000	..PLUG, 30	6
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5365015899908	0B8S3	129795-02412	..BUSHING, CAMSHAFT A	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0B8S3	27241-120000	..PLUG, 12	2
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015929358	0B8S3	124160-01910	..PLUG, PT 1/4	3
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015464269	0AK42	129150-02020	..BOLT, METAL CAP	8
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		0B8S3	124060-01050	..PLUG, PT 1/8	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015929366	0B8S3	129001-01250	..PLUG, 50	1
10	KFFFF	KFFFF	KFFFF	KFFFF		0AK42	729246-92940	SET, GASKET, ENGINE COMPLETE (NOT SHOWN)	1
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
CONNECTING RODS AND PISTONS REPAIR PARTS LIST**

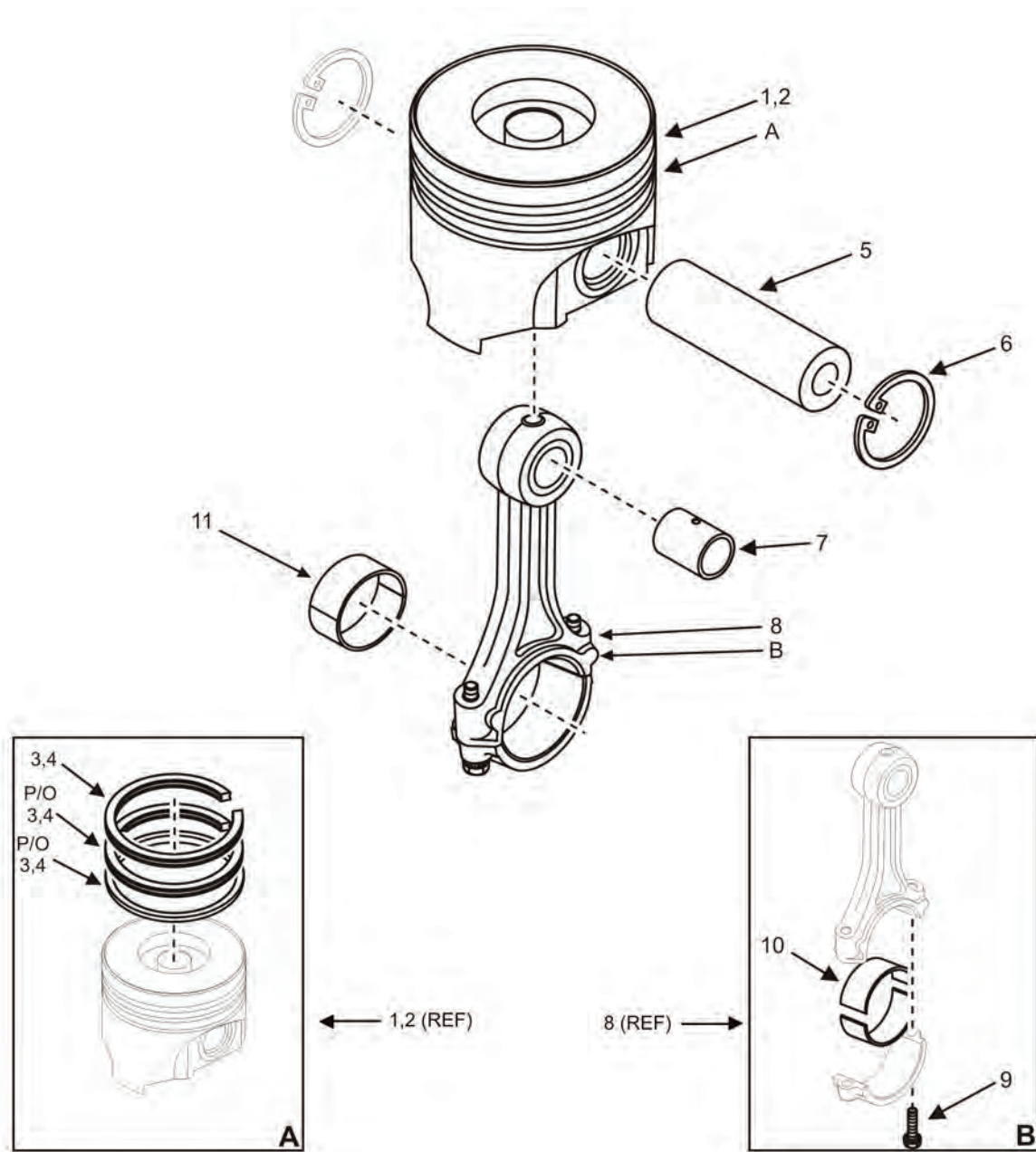


Figure 46. Connecting Rods and Pistons.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR USMC FORCE		NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 09021801	
								FIG. 46 PISTONS AND CONNECTING RODS	
1	PAHHH	PAHHH	PAFFF	PAFFF	2815015954728	0AK42	129007-22080	.PISTON ASSEMBY (STD)	3
2	PAHHH	PAHHH	PAFFF	PAFFF	2815015955237	0AK42	129007-22900	.PISTON ASSEMBLY (+0.25MM)	3
3	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015955260	0AK42	129007-22500	..RING SET, STD.	3
4	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015955224	0AK42	129007-22950	..RING SET, (+0.25MM)	3
5	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015464721	0AK42	129202-22300	.PIN, PISTON	3
6	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5340015466859	0AK42	22252-000260	.CLIP, RETAINING	6
7	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5364015468936	0AK42	129100-23910	..BUSHING, PISTON PIN	3
8	PAHHH	PAHHH	PAFFF	PAFFF	2815015380835	0AK42	729402-23100	.ROD, CONNECTING ASSEMBLY	3
9	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015464275	0AK42	121550-23200	..BOLT, CONNECTING ROD	3
10	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3120015899877	0AK42	129150-23601	..BUSHING, CRANKPIN, (STD)	6
11	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3120015960368	0AK42	129150-23611	..BUSHING, CRANKPIN (+0.25MM)	3
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
CRANKSHAFT AND CRANKSHAFT GEAR REPAIR PARTS LIST

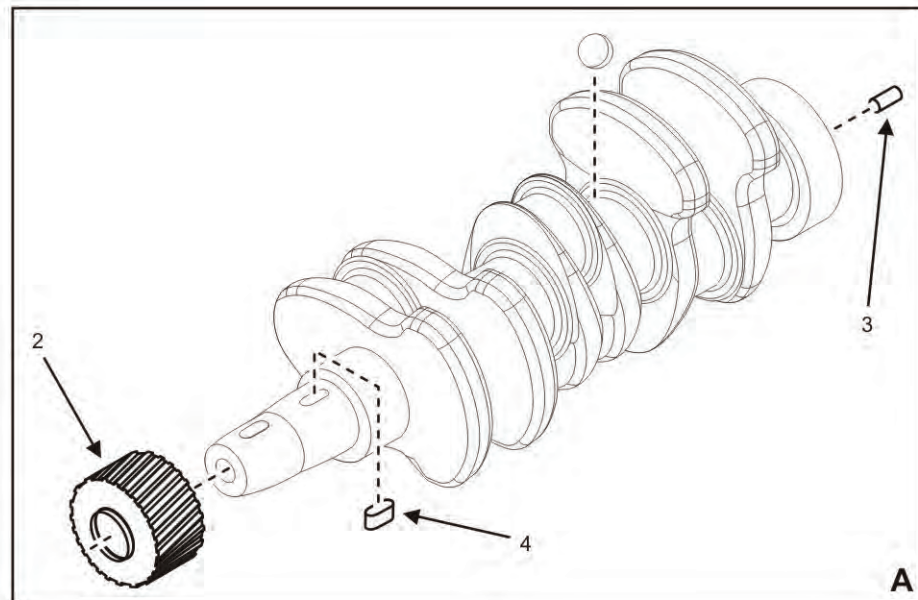
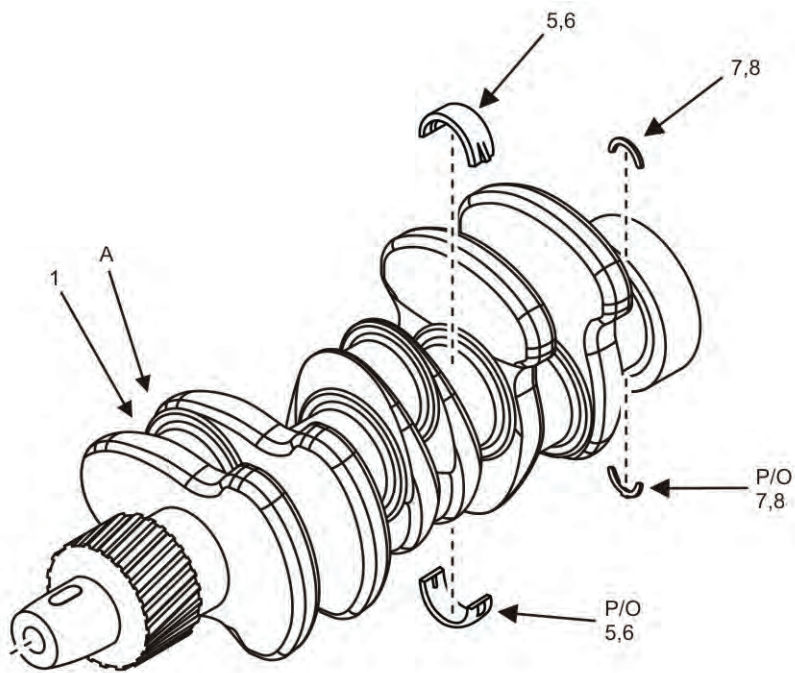


Figure 47. Crankshaft and Crankshaft Gear.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 09021802	
								FIG. 47. CRANKSHAFT AND CRANKSHAFT GEAR	
1	PAHHH	PAHHH	PAFFF	PAFFF	2815015884063	0AK42	129008-21000	.CRANKSHAFT ASSEMBLY (INCLUDES ITEMS 2,3 AND 4)	1
2	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3020015960315	0AK42	119803-21200	..GEAR, CRANKSHAFT INCLUDED WITH ITEM 1)	1
3	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5315015469902	0AK42	129100-01580	..PARALLEL PIN, M8X16 (INCLUDED WITH ITEM 1)	1
4	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5315014659931	0AK42	22512-070140	..KEY, 7X14 (INCLUDED WITH ITEM 1)	1
5	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3110015797536	0AK42	129001-02931	.MAIN BEARING SET (STANDARD)	4
6	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3120015899883	0AK42	129150-02871	.MAIN BEARING SET (-0.25)	4
7	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3130015899890	0AK42	129150-02931	..BEARING, THRUST (STD)	2
8	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3120015899874	0AK42	129150-02941	.BEARING THRUST (+0.25)	2
								END OF FIGURE	

**FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
GEAR CASE COVER REPAIR PARTS LIST**

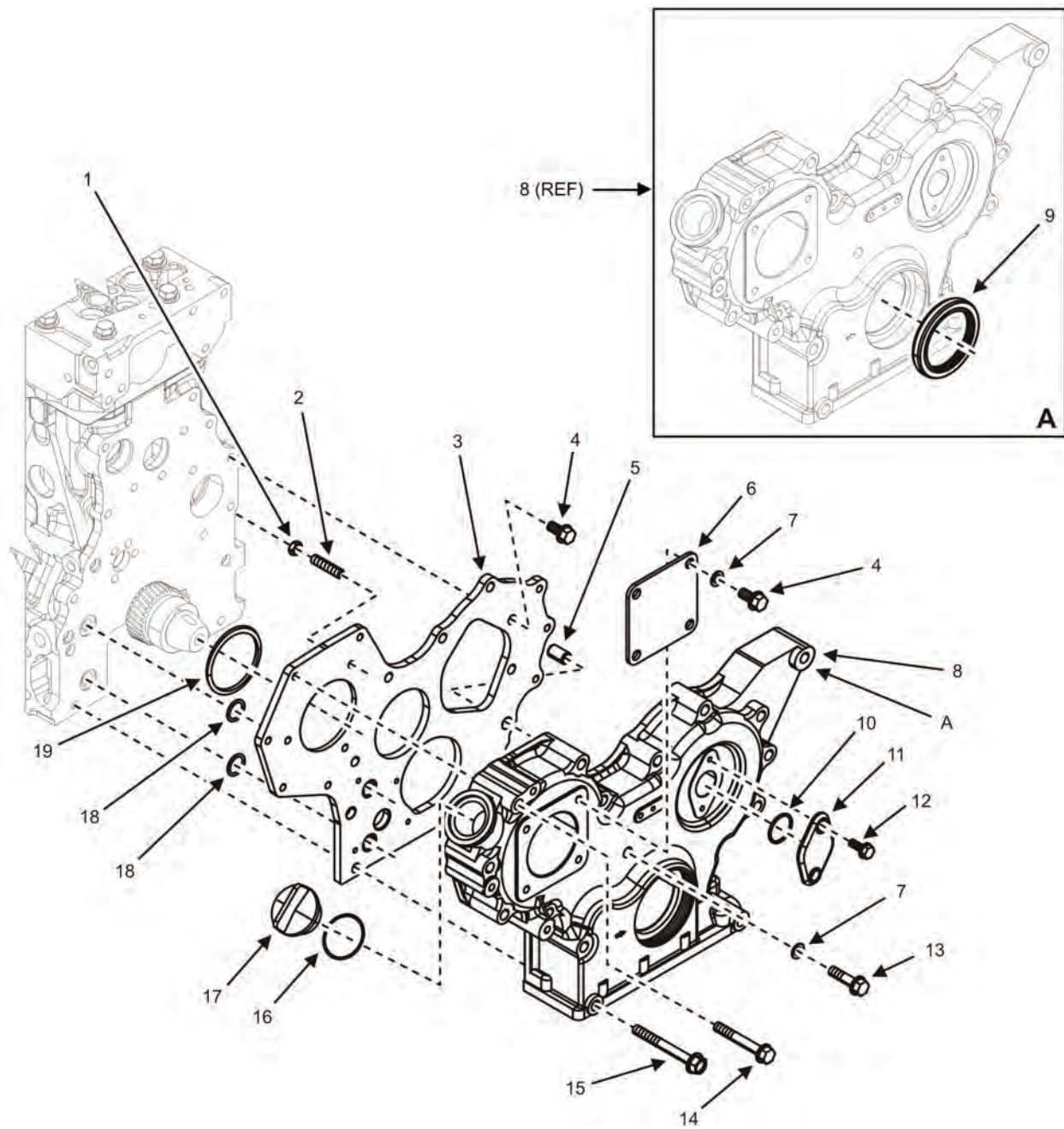


Figure 48. Gear Case Cover.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 09021803	
								FIG. 48 GEAR CASE COVER	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015468927	0AK42	26306-080002	.NUT, M8	4
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5307015960065	0AK42	119802-01561	.STUD, M8X25	3
3	XBFZZ	XBFZZ	XBFZZ	XBFZZ		0AK42	129009-01520	.FLANGE, .GEAR CASE	1
4	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5301011580835	56161	10502560	.BOLT, M8X16 PLATED	7
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5315015929373	0AK42	129795-01950	.PIPE, KNOCK	2
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015907511	0AK42	124240-01871	.COVER, PUMP	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015468875	0AK42	22190-080002	.SEAL, WASHER 8S (PART OF GASKET SET 729246-92940)	5
8	PAFFF	PAFFF	PAFFF	PAFFF	5340015907511	0AK42	119803-01500	.COVER ASSY, GEAR CASE (INCLUDES ITEM NO. 9)	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015801468	0AK42	119934-01800	..SEAL, OIL (INCLUDED WITH ITEM NO. 8)	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015464255	0AK42	24341-000240	.O-RING 1A S-24.0 (PART OF GASKET SET 729246-92940)	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2990015897053	0AK42	121023-01551	.COVER, TACHOMETER	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305013886229	0AK42	26106-060162	.BOLT, M6 X 16 PLATED	
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	530601546-8037	0AK42	26106-080302	.BOLT M8 X 30 PLATED	2
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5305014773508	0AK42	26106-080552	.BOLT M8 X 85 PLATED	14
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015899935	0AK42	26106-080852	.BOLT M8 X 55 PLATED	3
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5331015468126	0AK42	24311-000320	.O-RING 1A P-32.0 (PART OF GASKET SET 729246-92940)	2
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2930015569612	0AK42	119807-11770	.COVER, FILLER	1
18	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5331015470529	0AK42	119609-32040	..O-RING P16 (PART OF GASKET SET 729246-92940)	2
19	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5331015468510	0AK42	121850-51960	O-RING, F.I. PUMP (PART OF GASKET SET 729246-92940)	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
HARMONIC BALANCER REPAIR PARTS LIST

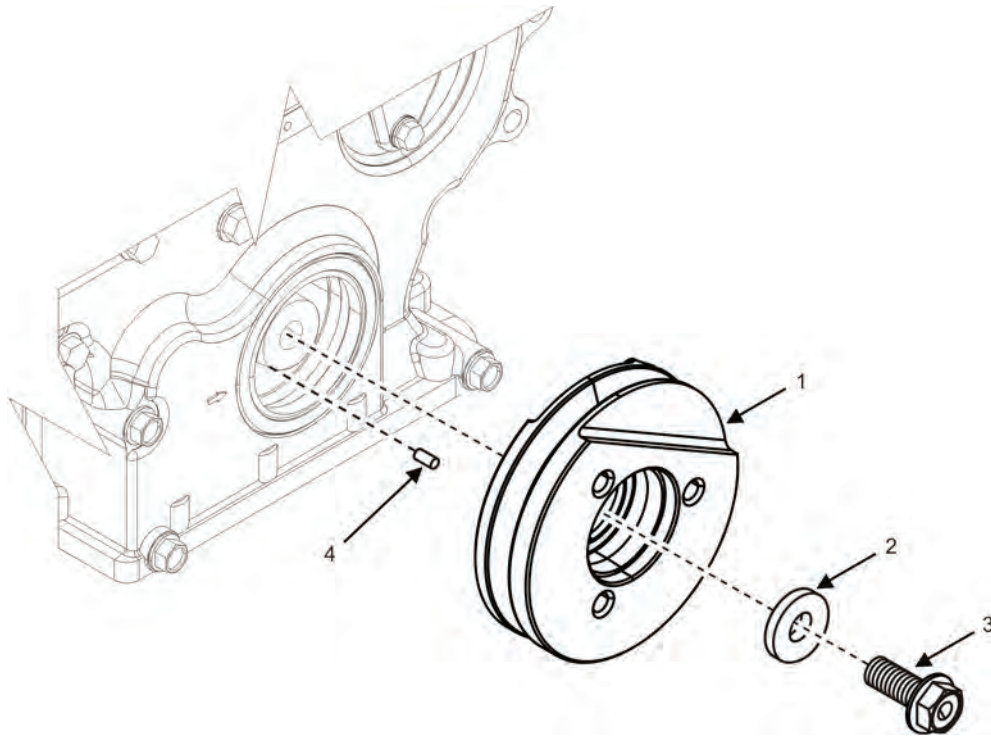


Figure 49. Harmonic Balancer.

(1) ITEM NO.	ARMY	(2) SMR CODE			(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
		AIR FORCE	USMC	NAVY				GROUP 09021804	
								FIG. 49 HARMONIC BALANCER	
1	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3020015960318	0AK42	129005-21650	.BALANCER, HARMONIC	1
2	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5310015469888	0AK42	129795-21661	.WASHER	1
3	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015469891	0AK42	12850-21680	.BOLT, HARMONIC BALANCER	1
4	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5315015468877	0AK42	22351-030010	.SPRING PIN (3 X 10)	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
CAMSHAFT AND GEAR REPAIR PARTS LIST

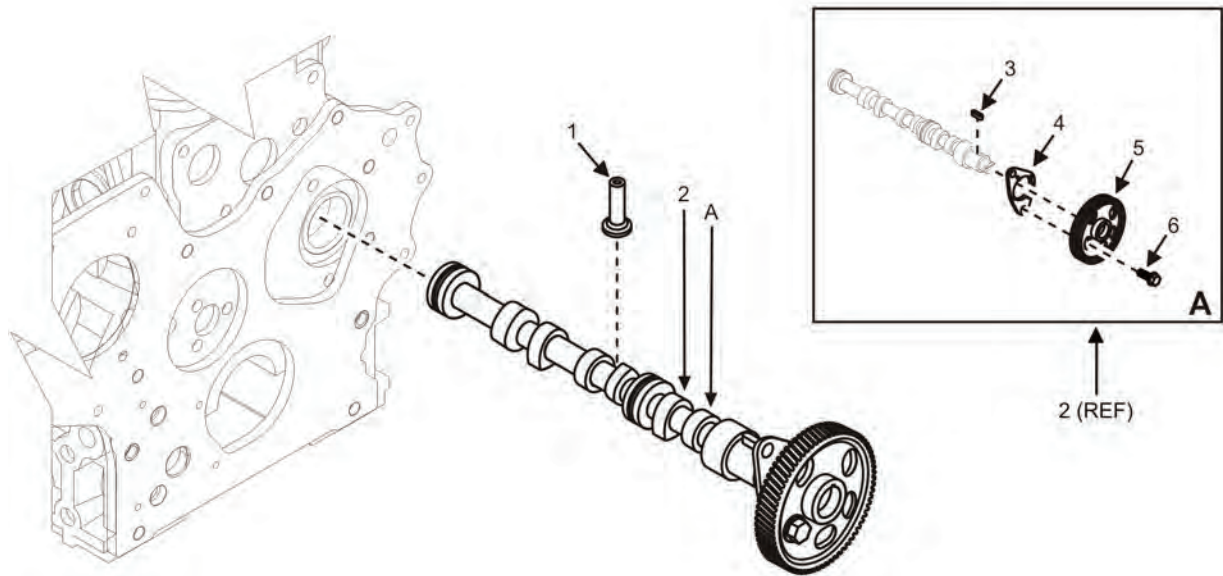


Figure 50. Camshaft and Gear.

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 09021805									
FIG. 50 CAMSHAFT AND GEAR									
1	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015467688	0AK42	129150-14200	.TAPPET	8
2	PAHHH	PAHHH	PAFFF	PAFFF	2815015954833	0AK42	129129-14580	.CAMSHAFT ASSEMBLY	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5315014659931	0AK42	22512-070140	..KEY (7 X 14)	1
4	PAHZZ	PAHZZ	PAFZZ	PAFZZ	2815015464309	0AK42	129150-02450	..METAL THRUST	1
5	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3020014554443	0AK42	129150-14101	..GEAR, CAMSHAFT	1
6	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015468929	0AK42	26106-080142	.BOLT (8 X 14 PLATED)	2
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
IDLER GEAR REPAIR PARTS LIST

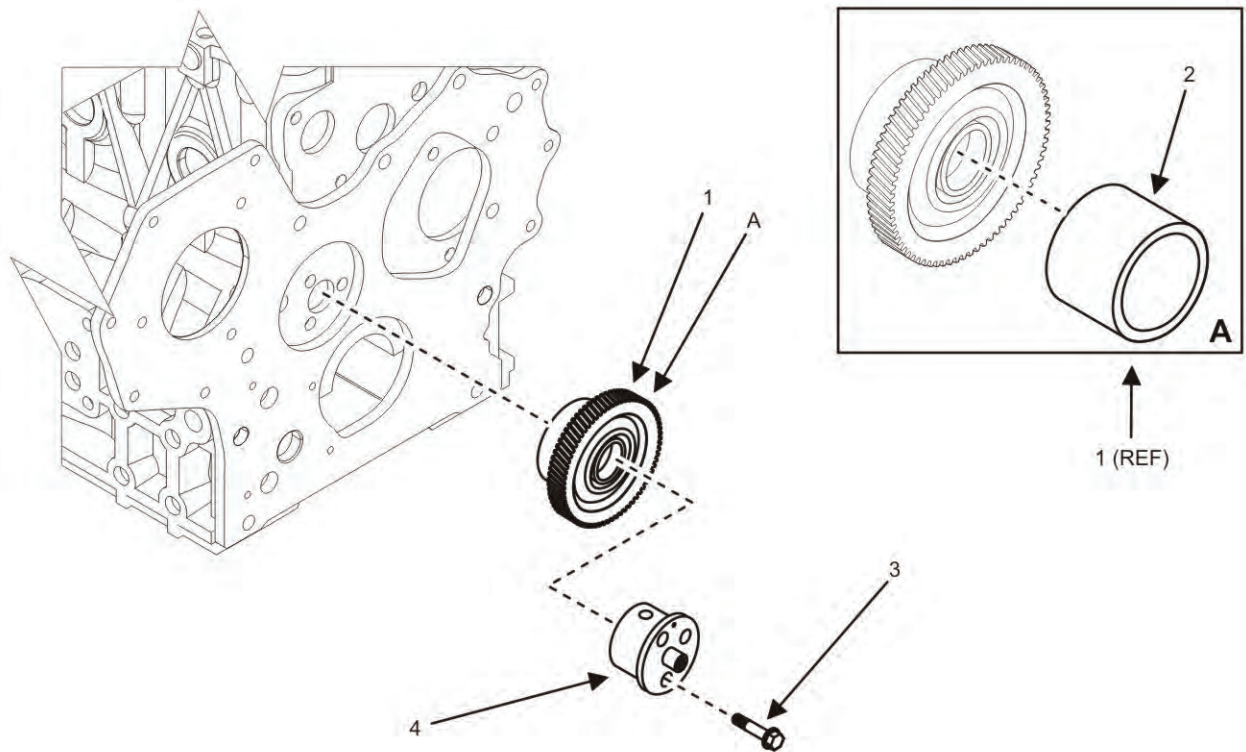


Figure 51. Idler Gear.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 09021806	
								FIG. 51 IDLER GEAR	
1	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3020015899927	0AK42	119802-25101	.GEAR, IDLER, DRIVE MOTION	1
2	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5365015899904	0AK42	119802-25071	.BUSHING, IDLER GEAR	1
3	PAHZZ	PAHZZ	PAFZZ	PAFZZ	5306015470081	0AK42	26106-080402	.BOLT, MACHINE, M8X40	3
4	PAHZZ	PAHZZ	PAFZZ	PAFZZ	3020015899928	0AK42	119803-25050	.GEARSHAFT, IDLER	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
OIL PUMP AND GEAR REPAIR PARTS LIST

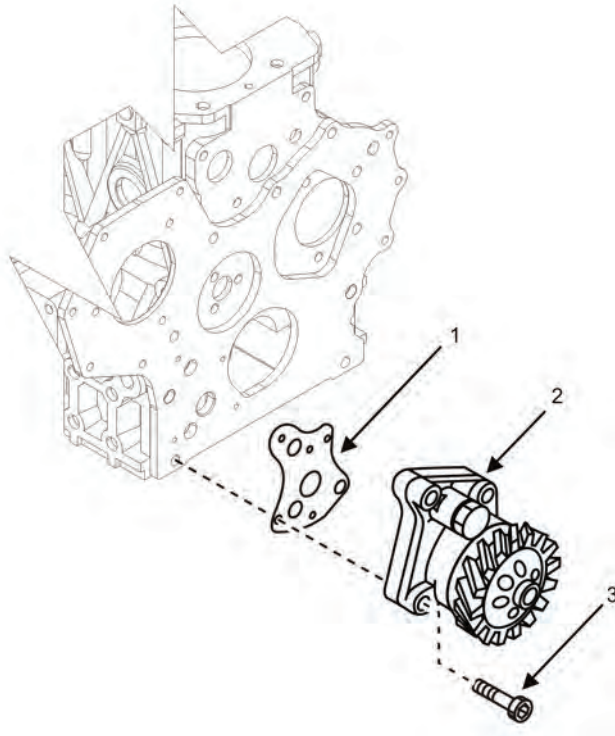


Figure 52. Oil Pump and Gear.

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 09021807	
								FIG. 52 OIL PUMP AND GEAR	
1	PAHZZ	PAHZZ	PAHZZ	PAHZZ	5330014556877	0AK42	129150-32020	.GASKET (PART OF GASKET SET 729246-92940)	1
2	PAHZZ	PAHZZ	PAHZZ	PAHZZ	2815015896590	0AK42	129418-32000	.OIL PUMP ASSY, ENGINE	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5306015955400	0AK42	26450-060252	.BOLT, MACHINE M6 X 25	4
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
ENGINE WIRING HARNESS REPAIR PARTS LIST

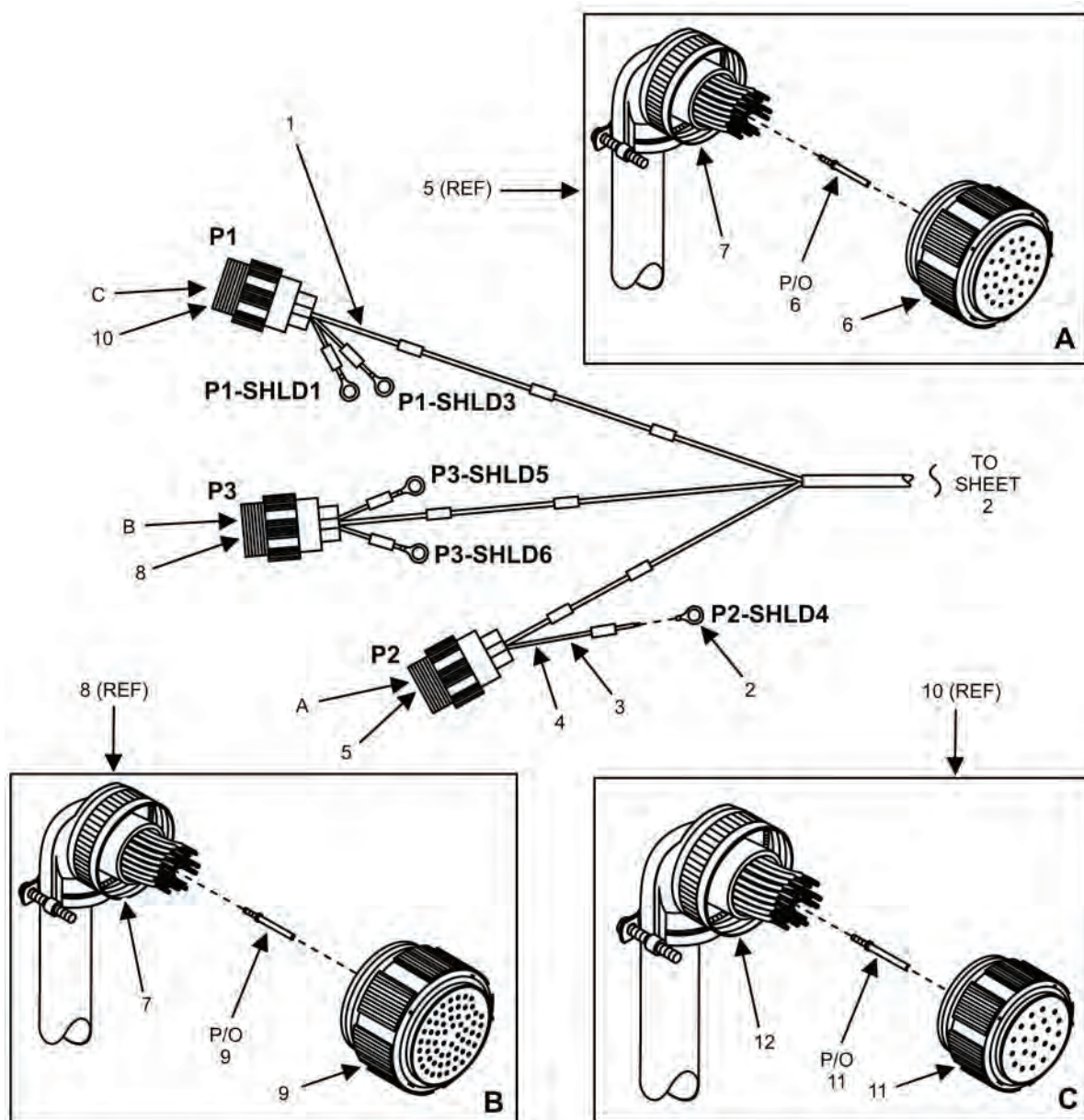


Figure 53. Engine Wiring Harness (Sheet 1 of 15).

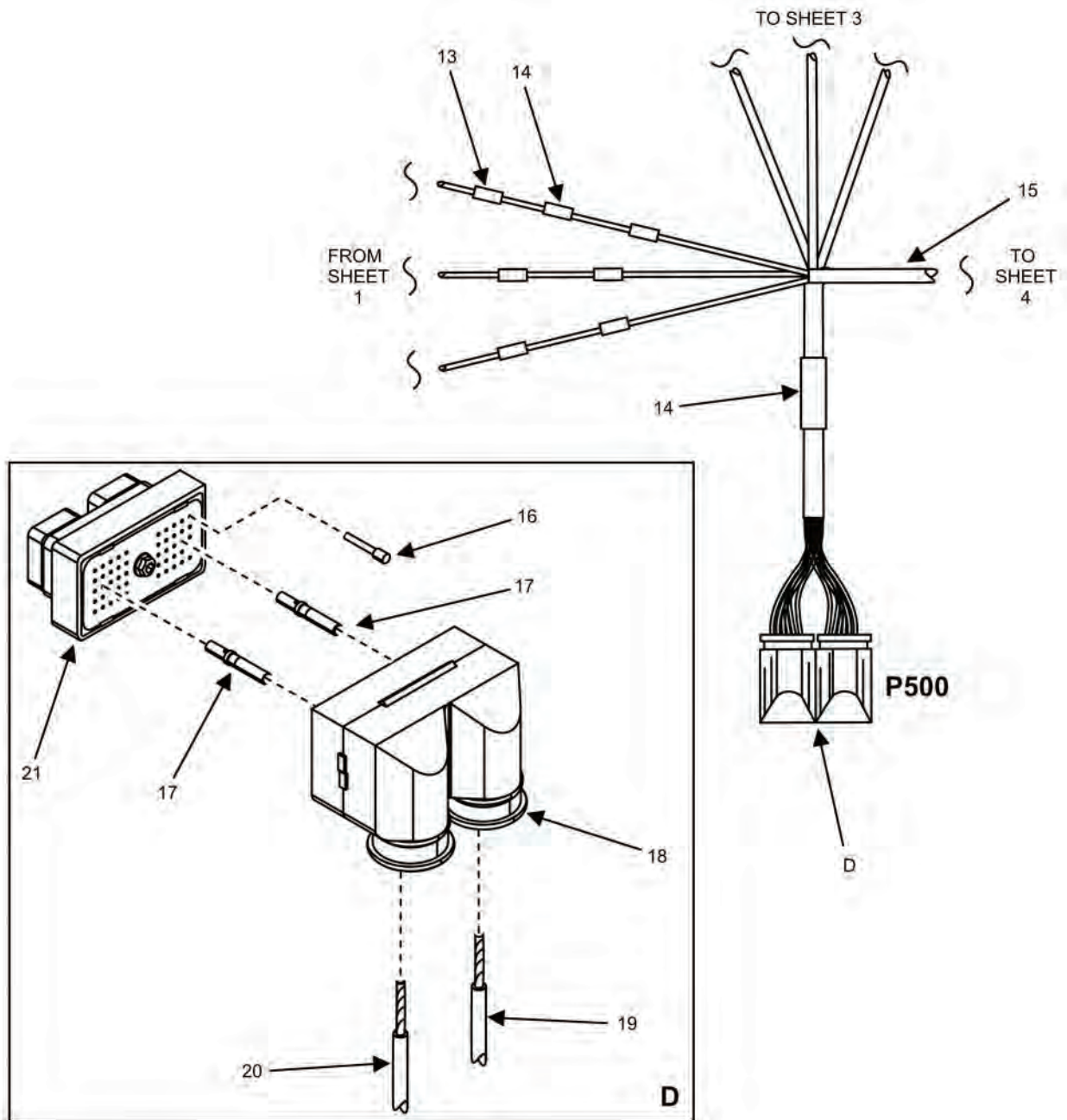


Figure 53. Engine Wiring Harness (Sheet 2 of 15).

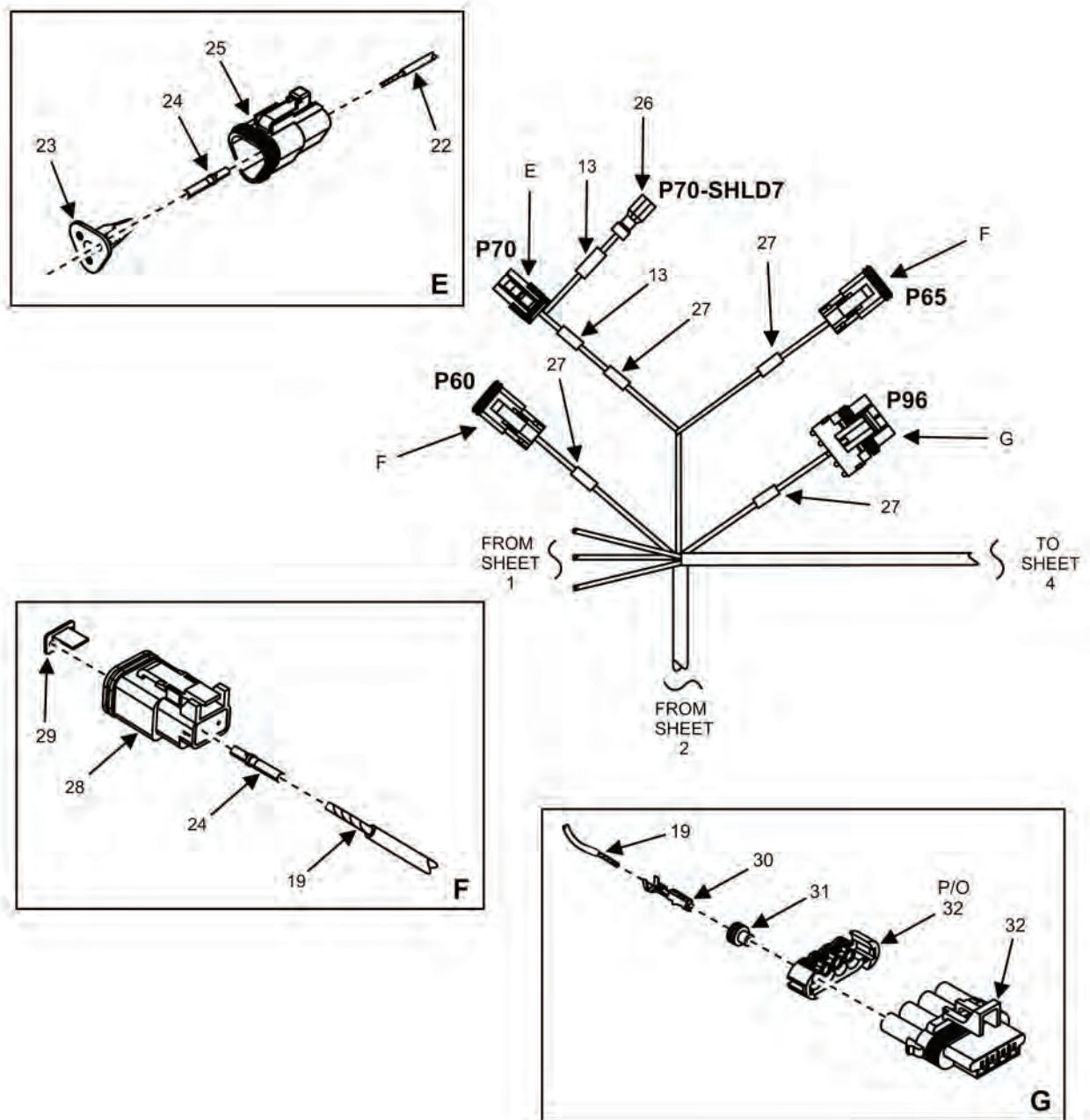


Figure 53. Engine Wiring Harness (Sheet 3 of 15).

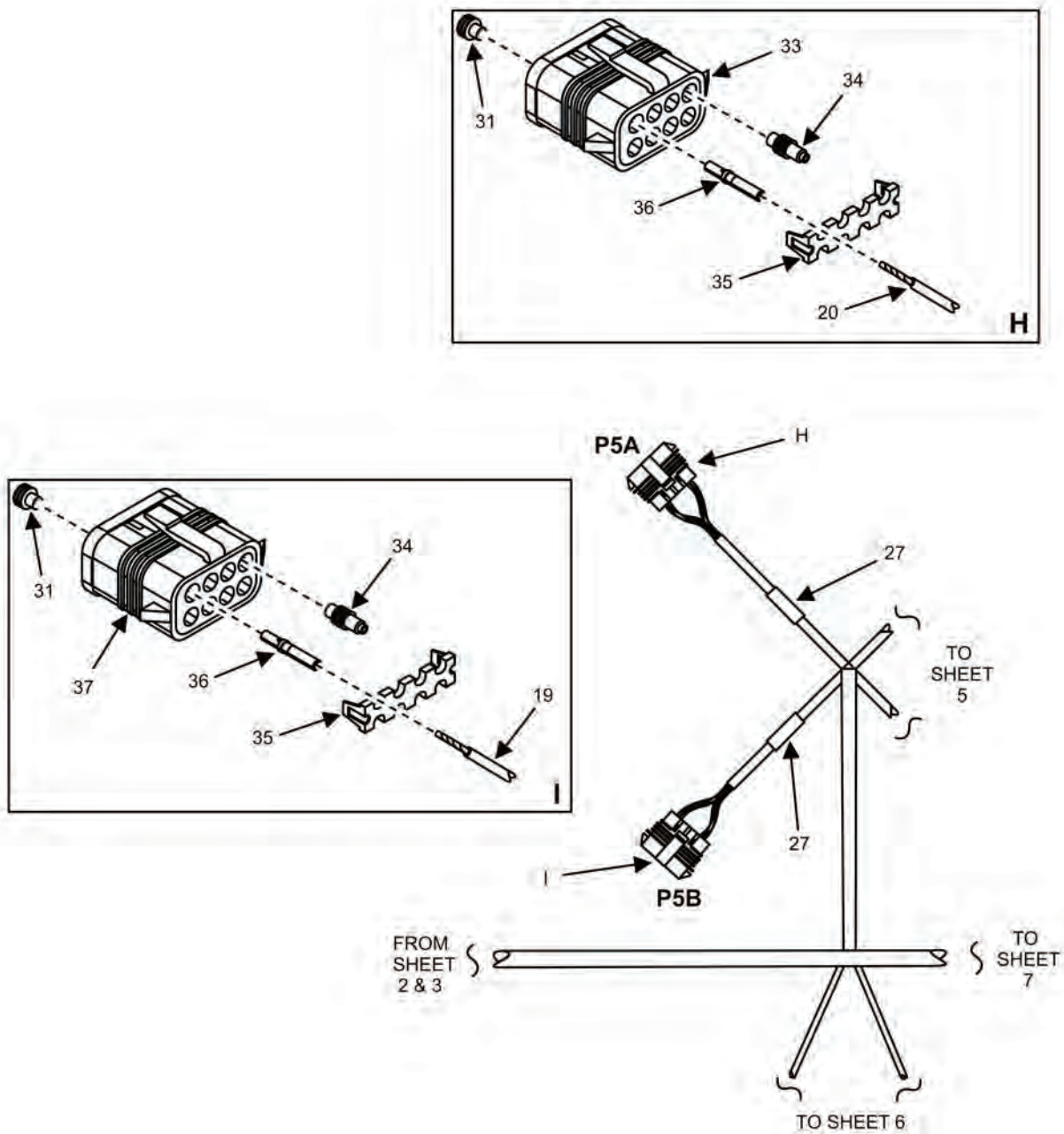
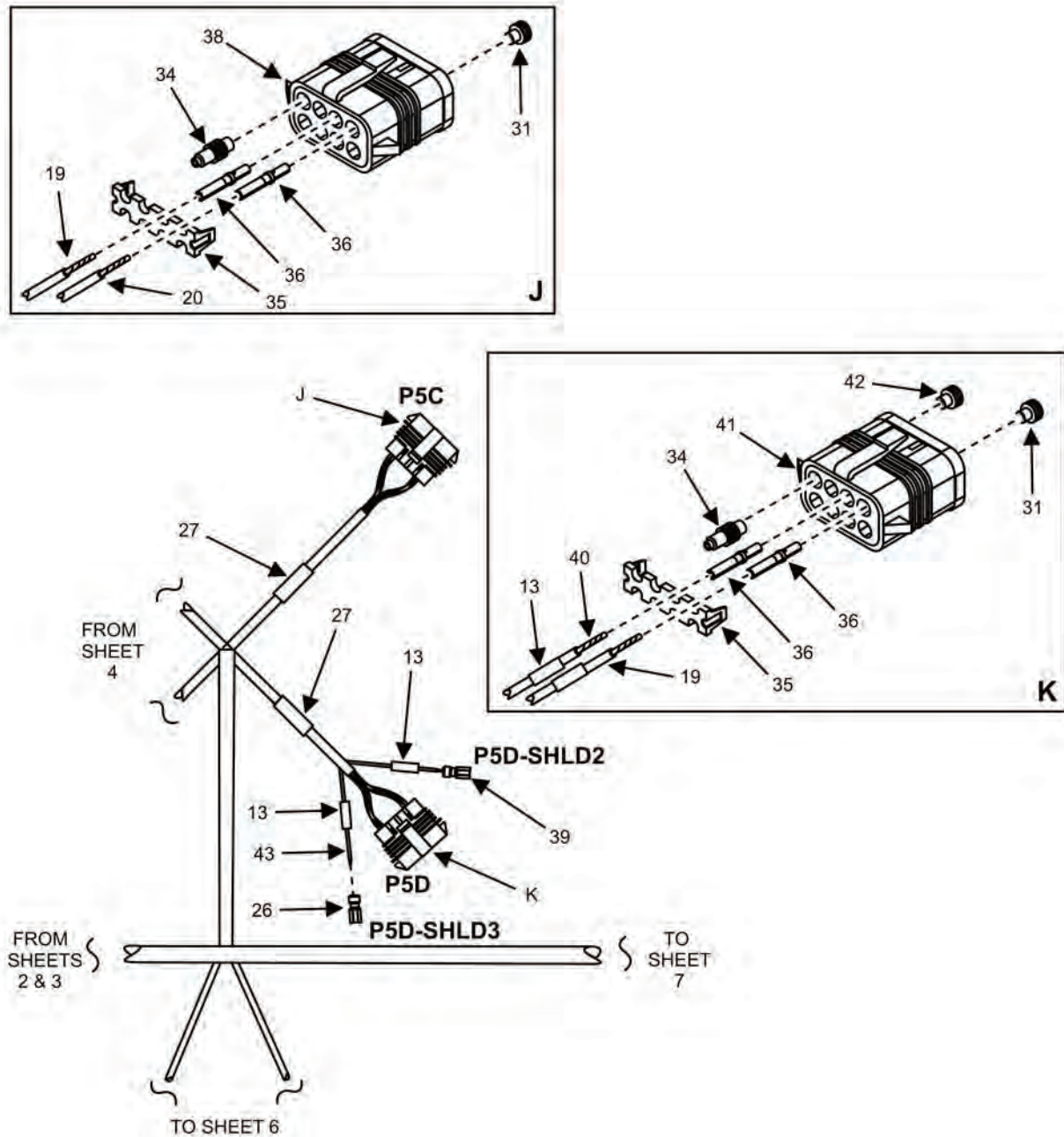


Figure 53. Engine Wiring Harness (Sheet 4 of 15).



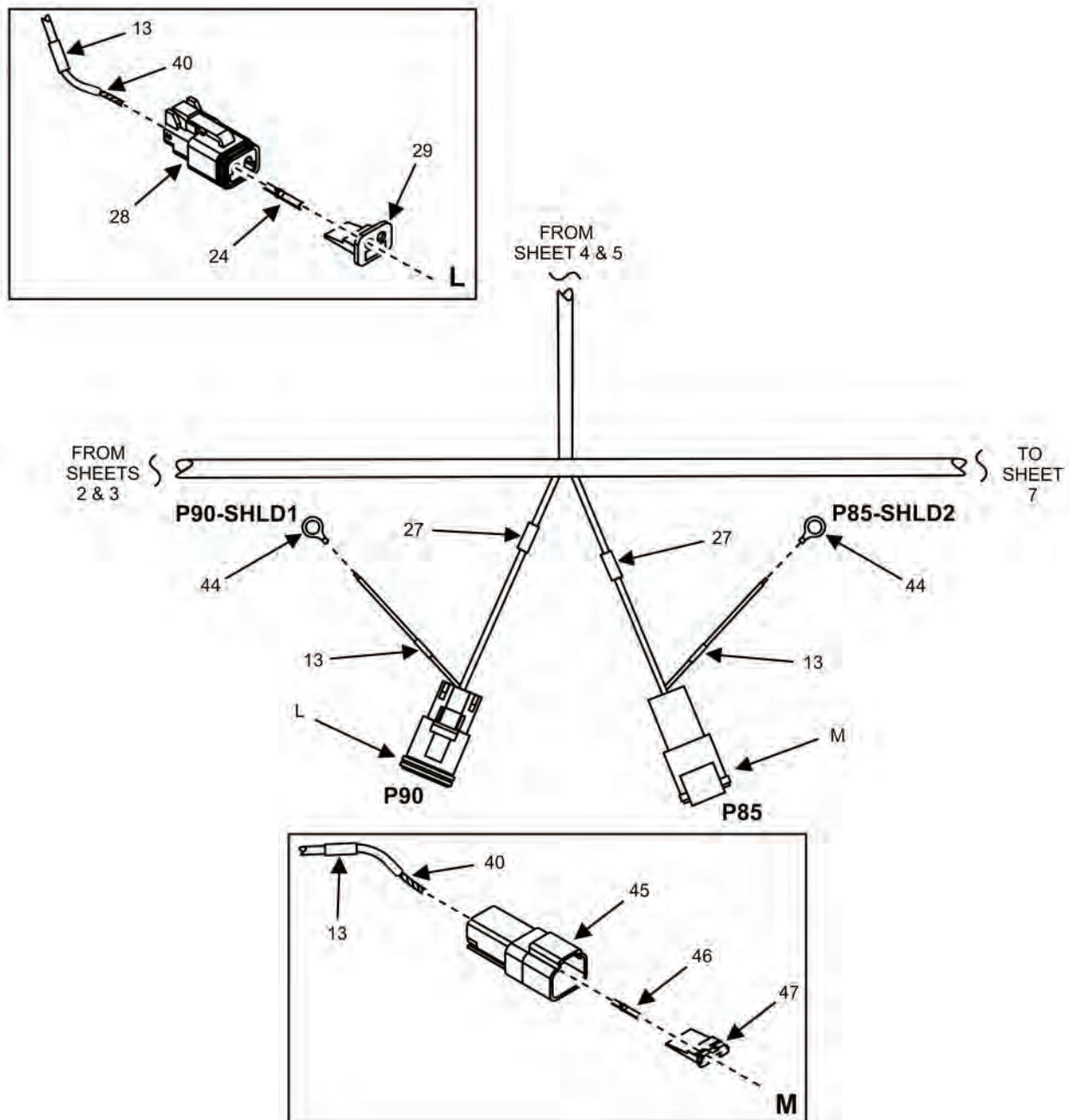


Figure 53. Engine Wiring Harness (Sheet 6 of 15).

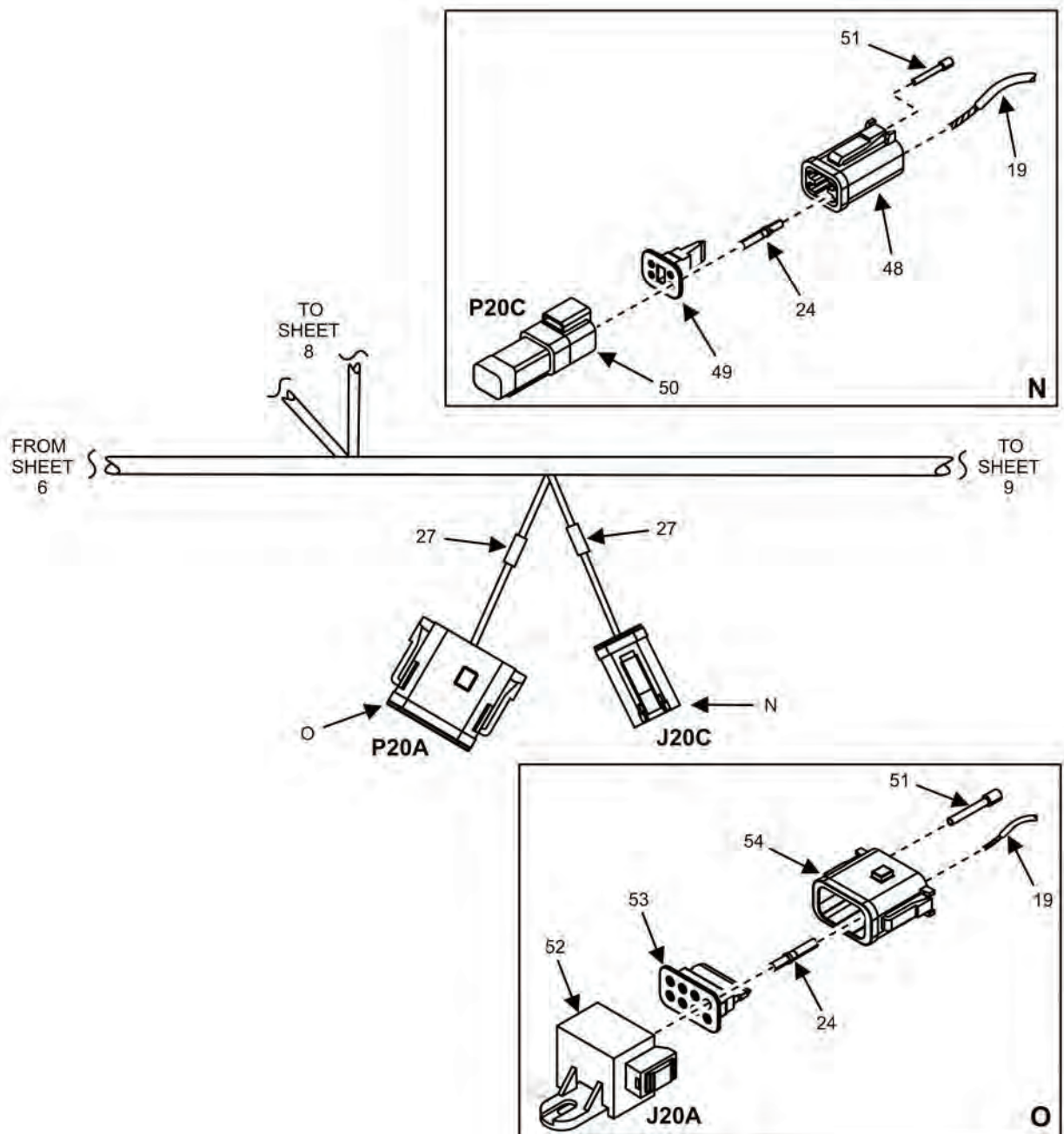


Figure 53. Engine Wiring Harness (Sheet 7 of 15).

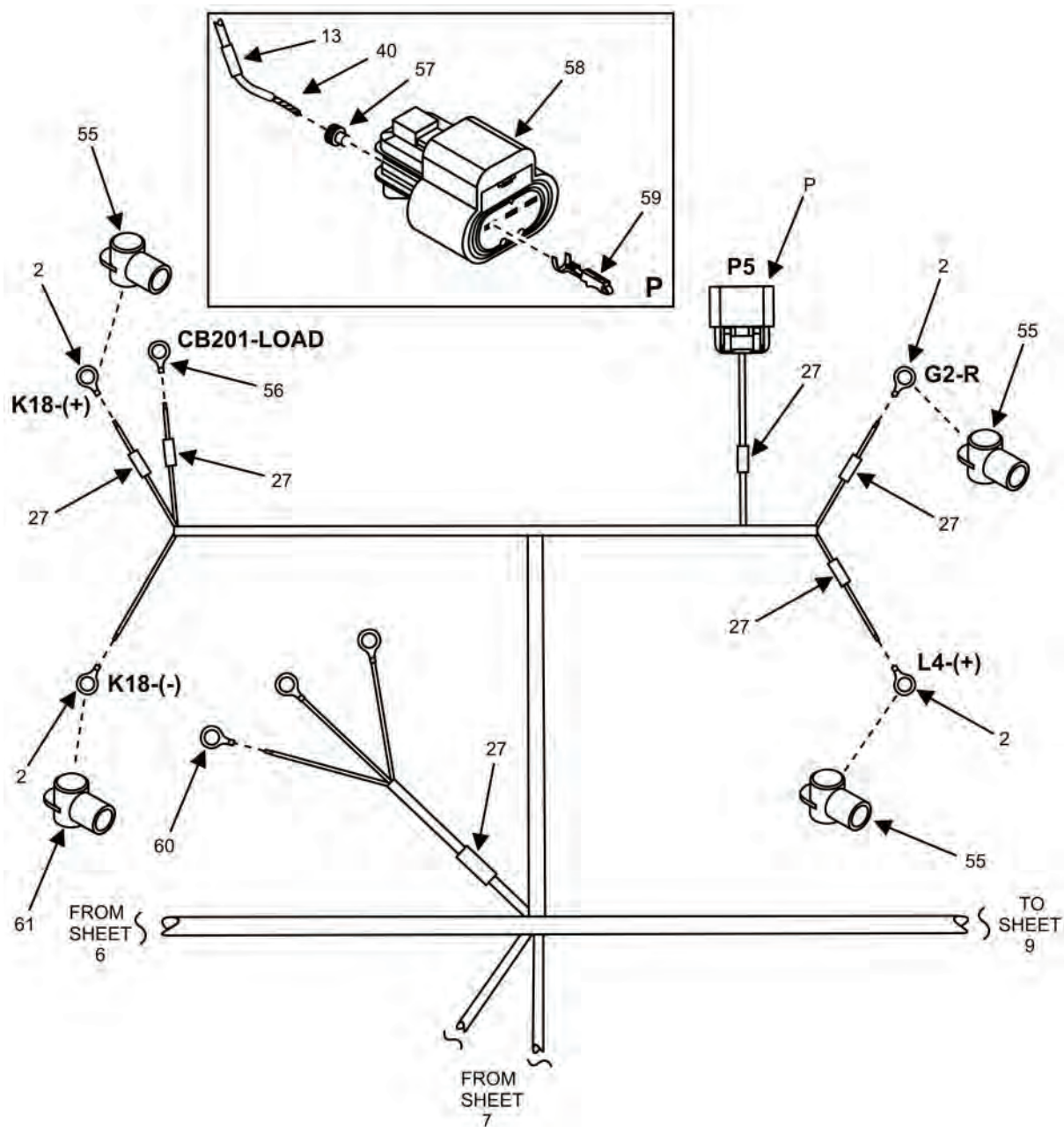


Figure 53. Engine Wiring Harness (Sheet 8 of 15).

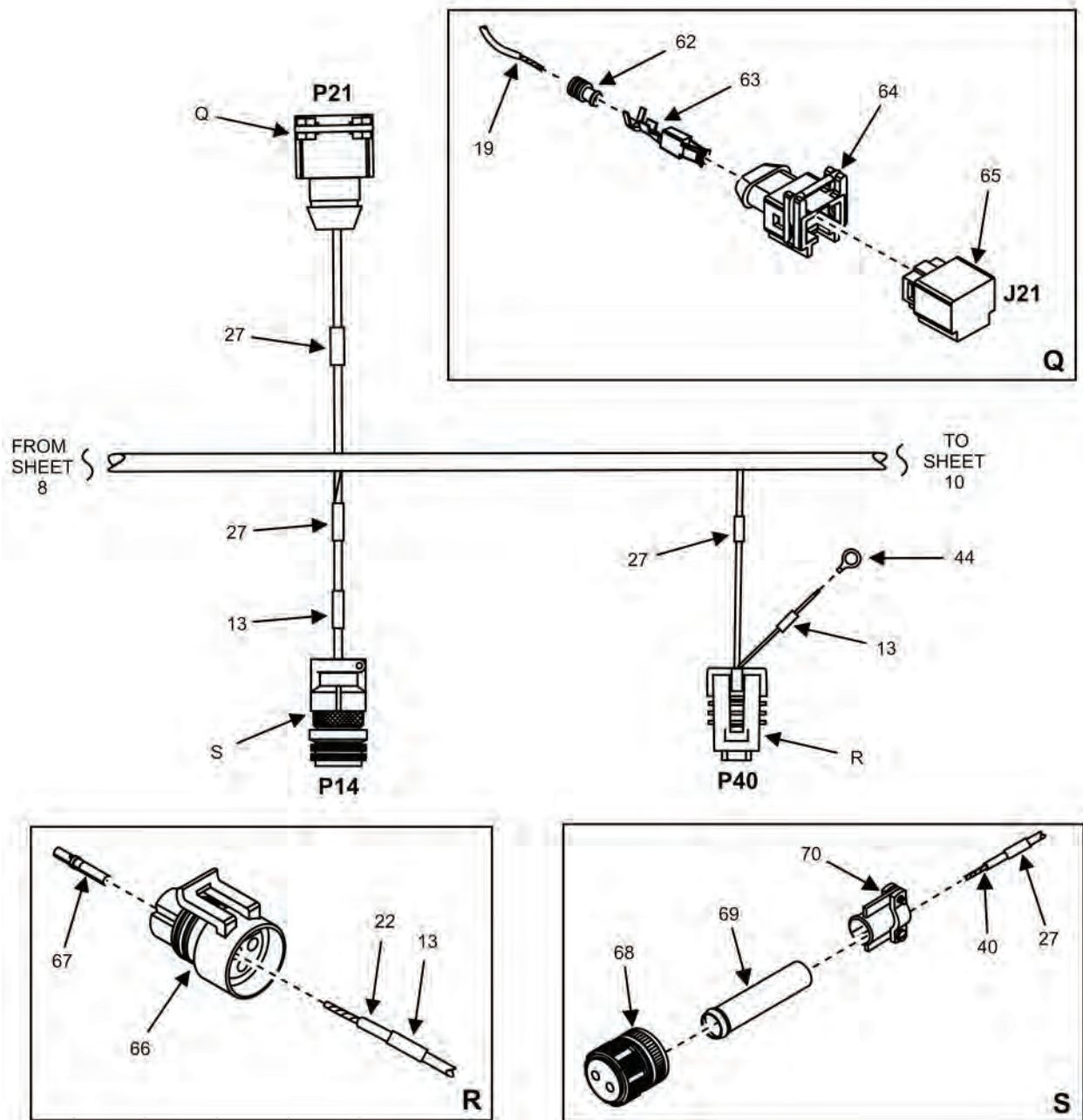


Figure 53. Engine Wiring Harness (Sheet 9 of 15).

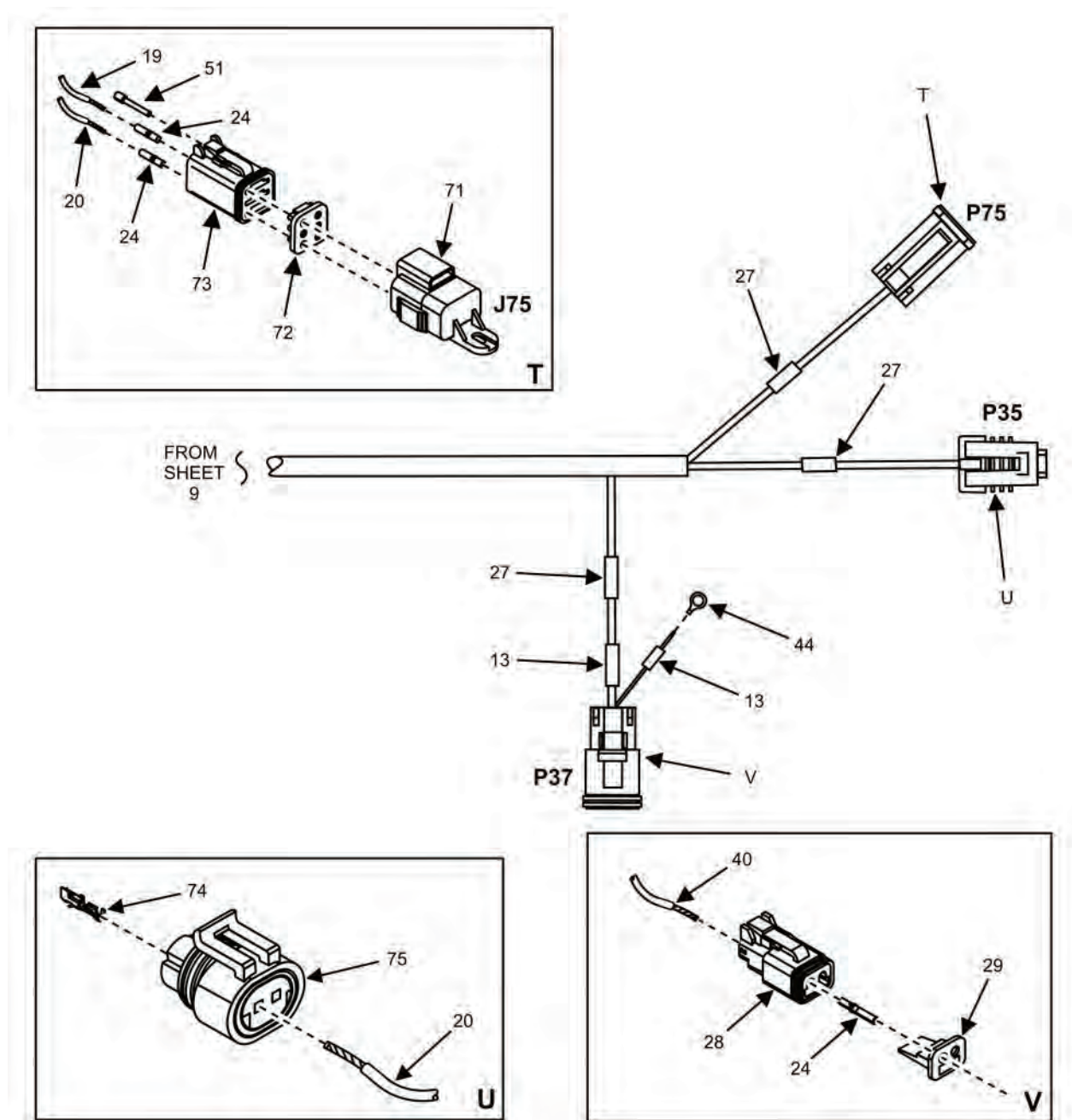


Figure 53. Engine Wiring Harness (Sheet 10 of 15).

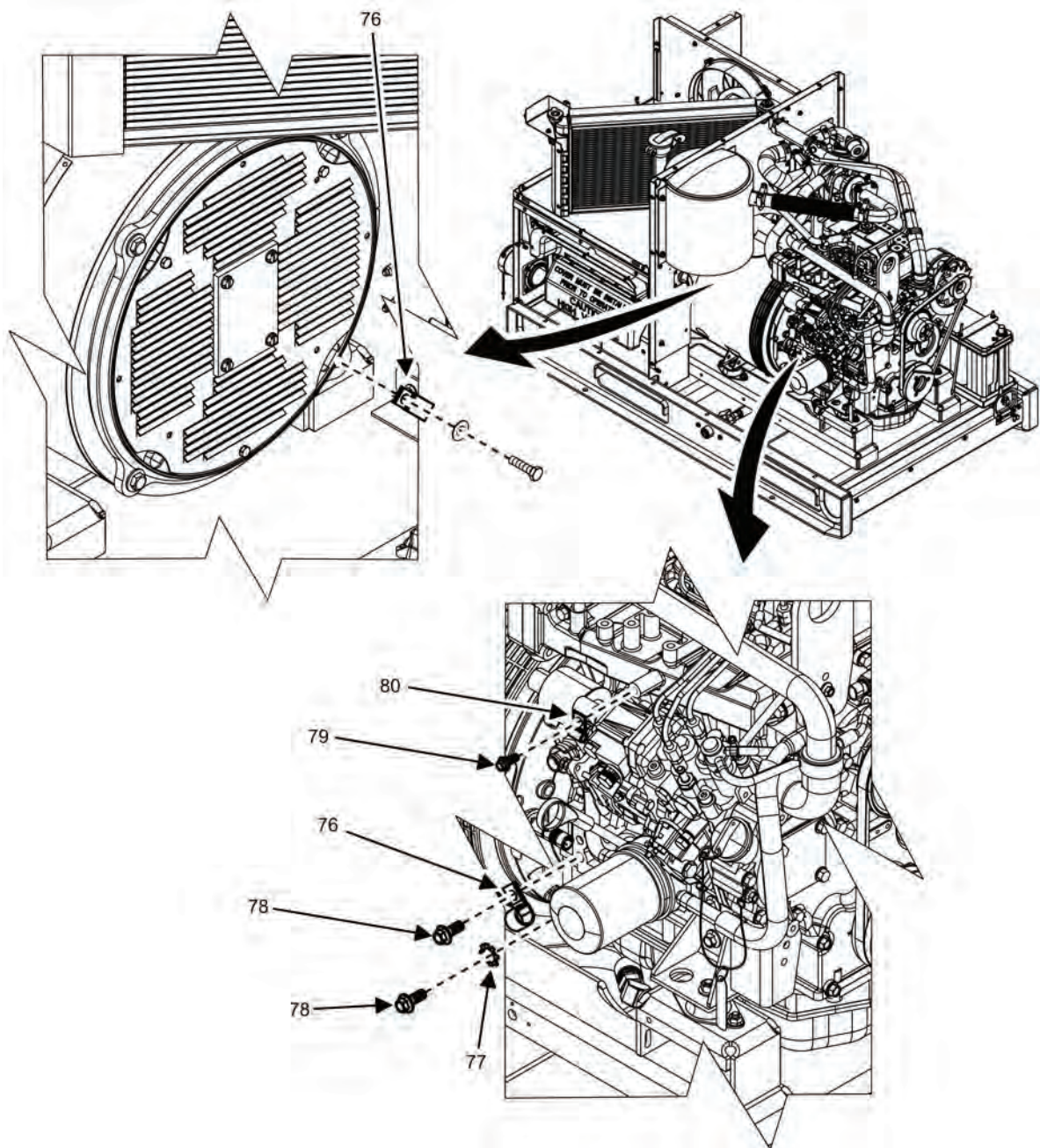


Figure 53. Engine Wiring Harness (Sheet 11 of 15).

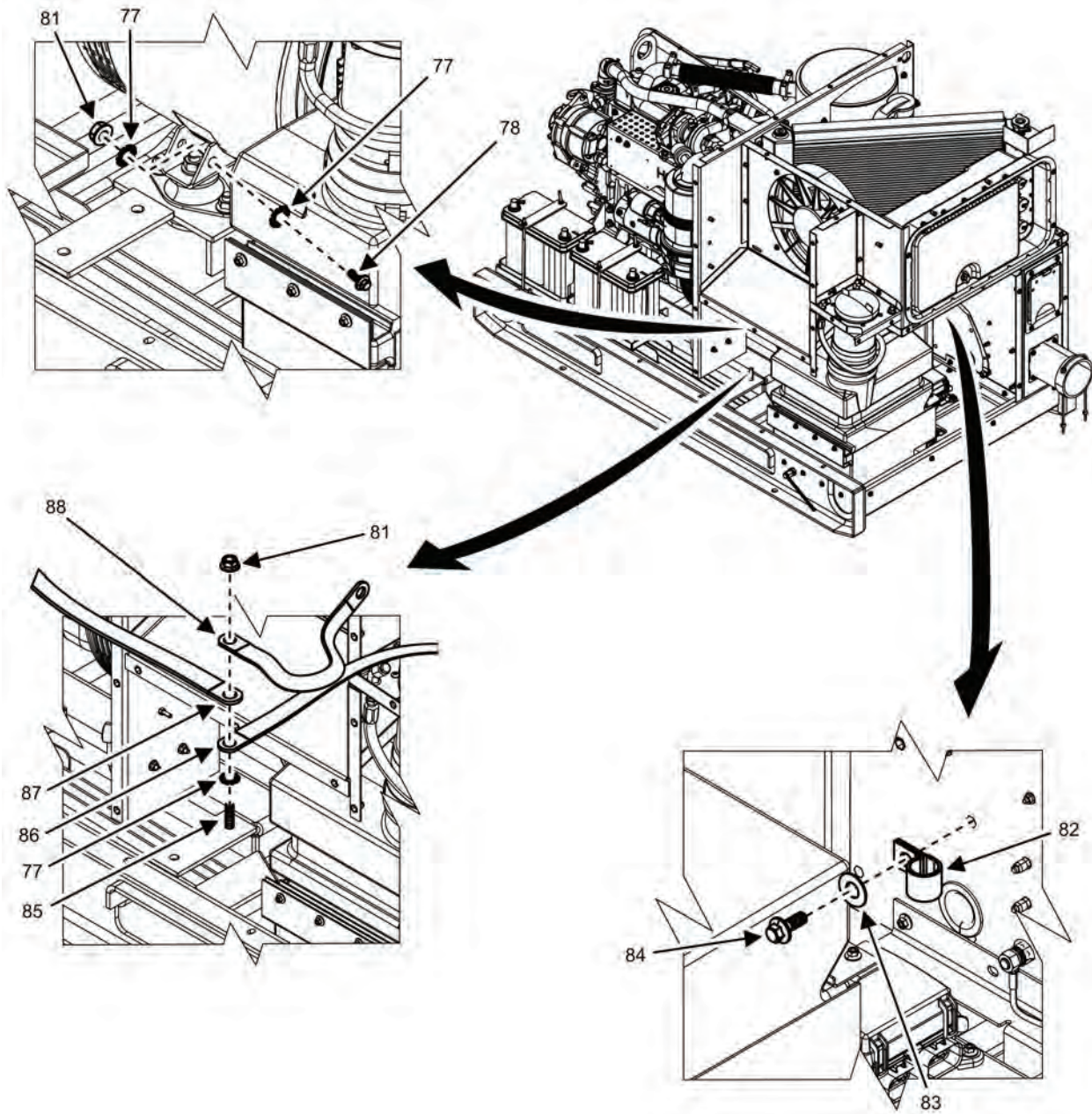


Figure 53. Engine Wiring Harness (Sheet 12 of 15).

WIRE LABEL	FROM	TO
P1-A/P500-25	P1-A	P500-25
P1-C/P500-5	P1-C	P500-5
P1-D/P500-43	P1-D	P500-43
P1-E/P500-3	P1-E	P500-3
P1-G/P500-41	P1-G	P500-41
P1-J/P90-1	P1-J	P90-1
P1-K/P90-2	P1-K	P90-2
P1-L/P5D-A	P1-L	P5D-A
P5D-B/P85-1	P5D-B	P85-1
P5D-G/P85-2	P5D-G	P85-2
P1-M/P5D-H	P1-M	P5D-H
P1-R/P500-21	P1-R	P500-21
P1-S/P500-23	P1-S	P500-23
P1-T/P500-1	P1-T	P500-1
P2-A/P5D-D	P2-A	P5D-D
P2-B/P5D-C	P2-B	P5D-C
P2-C/P5D-F	P2-C	P5D-F
P20A-1/CB201-LOAD	P20A-1	CB201-LOAD
P2-E/K18-(+)	P2-E	K18-(+)
P2-F/P500-36	P2-F	P500-36
P2-G/P75-1	P2-G	P75-1
P2-H/P60-2	P2-H	P60-2
P2-J/P37-2	P2-J	P37-2
P2-K/P500-6	P2-K	P500-6
P2-L/P5B-G	P2-L	P5B-G
P2-M/P37-1	P2-M	P37-1
P2-N/P65-2	P2-N	P65-2
P2-P/G2-R	P2-P	G2-R
P2-R/P20A-7	P2-R	P20A-7
P2-S/P500-30	P2-S	P500-30
P2-T/P500-37	P2-T	P500-37
P2-U/J20C-1	P2-U	J20C-1
P2-V/P65-1	P2-V	P65-1

Figure 53. Engine Wiring Harness (Sheet 13 of 15).

WIRE LABEL	FROM	TO
P2-W/P500-18	P2-W	P500-18
P2-Y/P75-2	P2-Y	P75-2
P2-Z/P60-1	P2-Z	P60-1
P2-a/P500-46	P2-a	P500-46
P2-b/K18-(-)	P2-b	K18-(-)
P2-d/P5B-H	P2-d	P5B-H
P2-e/P5B-A	P2-e	P5B-A
P2-f/P5B-B	P2-f	P5B-B
P20A-4/P21-1	P20A-4	P21-1
J20C-2/P21-2	J20C-2	P21-2
P20A-2/J20C-4	P20A-2	J20C-4
P3-A/P500-10	P3-A	P500-10
P3-B/P500-8	P3-B	P500-8
P3-C/P500-45	P3-C	P500-45
P3-E/P5-A	P3-E	P5-A
P3-F/P70-A	P3-F	P70-A
P3-G/P70-B	P3-G	P70-B
P3-H/P500-19	P3-H	P500-19
P3-J/P5-C	P3-J	P5-C
P3-M/P500-16	P3-M	P500-16
P3-N/P14-A	P3-N	P14-A
P3-P/P14-B	P3-P	P14-B
P3-R/P14-SHLD	P3-R	P14-SHLD
P3-V/P5A-E	P3-V	P5A-E
P3-Y/P5C-B	P3-Y	P5C-B
P3-b/P500-9	P3-b	P500-9
P3-c/P500-17	P3-c	P500-17
P3-d/P500-29	P3-d	P500-29
P3-f/P40-B	P3-f	P40-B
P3-g/P40-C	P3-g	P40-C
P3-h/P35-A	P3-h	P35-A
P3-j/P70-C	P3-j	P70-C

Figure 53. Engine Wiring Harness (Sheet 14 of 15).

WIRE LABEL	FROM	TO
P3-k/P40-A	P3-k	P40-A
P3-m/P500-50	P3-m	P500-50
P3-n/P500-20	P3-n	P500-20
P3-p/P75-4	P3-p	P75-4
P3-q/P35-B	P3-q	P35-B
P3-r/P5-B	P3-r	P5-B
P3-s/P500-40	P3-s	P500-40
P3-u/P75-3	P3-u	P75-3
P3-v/P96-C	P3-v	P96-C
P3-x/P96-B	P3-x	P96-B
P3-AA/P500-26	P3-AA	P500-26
P3-BB/P500-7	P3-BB	P500-7
P3-CC/P500-49	P3-CC	P500-49
P3-DD/P500-34	P3-DD	P500-34
P3-EE/P500-27	P3-EE	P500-27
P3-GG/P500-39	P3-GG	P500-39
P3-LL/P500-38	P3-LL	P500-38
P3-MM/P500-28	P3-MM	P500-28
P5A-F/P96-A	P5A-F	P96-A
P5C-G/P96-D	P5C-G	P96-D
S10-1/P5C-C	S10-1	P5C-C
S10-2/L4-(+)	S10-2	L4-(+)
S10-3/P5C-A	S10-3	P5C-A
P1-SHLD3/P5D-SHLD3	P1	P5D
P5D-SHLD2/P85-SHLD2	P5D	P85
P1-SHLD1/P90-SHLD1	P1	P90
P2-SHLD4/P37-SHLD4	P2	P37
P3-SHLD5/P40-SHLD5	P3	P40
P3-SHLD6/NONE	P3	P5
NONE/P70-SHLD7	P3	P70

Figure 53. Engine Wiring Harness (Sheet 15 of 15).

(1)	(2)			(3)	(4)		(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
GROUP 10									
FIG. 53 ENGINE WIRING HARNESS									
1	PAFFF	PAFFF	PAFFF	PAFFF	6150015926755	44940	04-20011	.WIRING HARNESS	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001434771	81343	MS25036-103	..TERMINAL, LUG	9
3	MFFZZ	MFFZZ	MFFZZ	MFFZZ	5970013261733	92194	TFT-250-16	..INSULATION SLEEVING, ELECTRICAL (MAKE FROM TFT-250-16 ON BULK ITEMS LIST CUT TO LENGTH AS REQUIRED)	1
4	MFFZZ	MFFZZ	MFFZZ	MFFZZ		30554	88-20541-9	INSULATION SLEEVING (MAKE FROM 88-20541-9 ON BULK ITEMS LIST CUT TO LENGTH AS REQUIRED)	1
5	XCFFF	XCFFF	XCFFF	XCFFF		OPCR1	CD389/26WJ29SN-BS25	..CONNECTOR, 29 PIN	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935012502524	81349	D38999/26WJ29SN	...CONNECTOR, PLUG, ELECTRICAL	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935013897312	81349	M85049/39-25W	...CLAMP, CABLE, ELECTRICAL	2
8	XCFFF	XCFFF	XCFFF	XCFFF		OPCR1	CD389/26WJ61SN-BS25	..CONNECTOR, 61 PIN	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935011862240	81349	D38999/26WJ61SN	...CONNECTOR, PLUG, ELECTRICAL	1
10	XCFFF	XCFFF	XCFFF	XCFFF		OPCR1	CD389/26WH21SN-BS23	...CONNECTOR, 21 PIN	1
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935013250384	81349	D38999/26WH21SN	..CONNECTOR, PLUG, ELECTRICAL	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014142582	81349	M85049/39-23W	...BACKSHELL, ELECTRICAL	1
13	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..LAMINATE, LABEL, COVER	51
14	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG3T3-100B	..LAMINATE, LABEL, COVER	5
15	MFFZZ	MFFZZ	MFFZZ	MFFZZ		3SXL3	55PP02872757640064	..INSULATION SLEEVING (CUT TO LENGTH AS REQUIRED FROM 55PP02872757640064 ON BULK ITEMS LIST)	1
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014791823	45152	6HB683	..PLUG, END SEAL, ELECTRICAL CONNECTOR	17
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999015722092	11139	1062-20-0122	..CONTACT, ELECTRICAL, 22-16 AWG	33
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015885256	11139	0528-001-5005	..CONNECTOR, PLUG, HOUSING, 50 PIN	1
19	MFFZZ	MFFZZ	MFFZZ	MFFZZ	4010015906749	0X4C9	3271-16-26	..STRAND, WIRE, 16 AWG (CUT TO LENGTH AS REQUIREDFROM 3271-16-26 ON BULK ITEMS LIST)	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
20	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-20-10	..STRAND, WIRE, 20 AWG (CUT TO LENGTH AS REQUIRED FROM 3271-20-10 ON BULK ITEMS LIST)	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015877612	11139	DRC26-50S04	..CONNECTOR, PLUG, ELECTRICAL, 50 PIN	1
22	MFFZZ	MFFZZ	MFFZZ	MFFZZ		4AJA4	EF20C0038722	..CABLE, ELECTRICAL, 18 AWG (CUT TO LENGTH AS REQUIRED FROM EF20C0038722 ON BULK ITEMS LIST)	1
23	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014708342	11139	W3S	..POLARIZING KEY, ELECTRICAL	1
24	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012036687	45152	2ER654	..CONTACT, ELECTRICAL, 22-16 AWG	22
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015238855	11139	DT06-3S	..CONNECTOR, PLUG, ELECTRICAL, 3 PIN	1
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940011129746	30554	88-20275-1	..TERMINAL, DISCONNECT	2
27	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG7T1-100B	..LAMINATE, LABEL, COVER	25
28	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014475814	11139	DT06-2S	..CONNECTOR, BODY, PLUG, 2 PIN	4
29	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014468180	11139	W2S	..CONNECTOR, BODY, PLUG, WEDGE 2 PIN	4
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999013234929	77060	12089188	..CONTACT, ELECTRICAL, 18-20 AWG	4
31	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5340015868449	77060	15324982	..BOOT, DUST AND MOISTURE	17
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935013088599	45152	1788880	..CONNECTOR, BODY, PLUG, 4 PIN	1
33	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015699460	71400	32006-A22	..CONNECTOR, PLUG, BLACK ELECTRICAL	1
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935013399574	77060	12010300	..PLUG, END SEAL, ELECTRICAL	15
35	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015704538	71400	32006-TP2	..CONNECTOR BODY, MODULAR	4
36	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015273588	77060	12077411	..TERMINAL, QUICK DISCONNECT	17
37	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015885261	1UW16	32006-B22	..CONNECTOR, PLUG, GREY ELECTRICAL	1
38	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015699470	71400	32006-D22	..CONNECTOR, PLUG, BLUE ELECTRICAL	1
39	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	88-20275-2	..TERMINAL, DISCONNECT	1
40	MFFZZ	MFFZZ	MFFZZ	MFFZZ		4AJA4	EF20C0028722	..CABLE, SPECIAL PURPOSE, 18 AWG (CUT TO LENGTH AS REQUIRED FROM EF20C0028722 ON BULK ITEMS LIST)	1
41	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015699542	71400	32006-C22	..CONNECTOR, PLUG, GREEN ELECTRICAL	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
42	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5975013604293	77060	12015899	..BOOT, DUST AND MOISTURE	4
43	MFFZZ	MFFZZ	MFFZZ	MFFZZ		30554	88-20541-11	..INSULATION, SLEEVING (MAKE FROM 88-20541-11 ON BULK ITEMS LIST CUT TO LENGTH AS REQUIRED)	1
44	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001434773	81343	MS25036-105	..TERMINAL, LUG, RING, 22 – 18 AWG	4
45	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015065555	0FW39	12422624	..CONNECTOR, PLUG, ELECTRICAL	1
46	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999012163648	11139	0460-202-16141	..CONTACT, ELECTRICAL, 16-20 AWG	2
47	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015191808	11139	W2P	..RETAINER, ELECTRICAL	1
48	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014846537	11139	DT06-4S	..CONNECTOR, PLUG, ELECTRICAL	1
49	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014830852	11139	W4S	..CONNECTOR, RECEPTACLE	1
50	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015235410	11139	DT04-4P-EP13	..CONNECTOR, PLUG, ELECTRICAL	1
51	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5935011741235	11139	114017	.. PLUG,END SEAL,ELECTRICAL CONNECTOR	7
52	PAFZZ	PAFZZ	PAFZZ	PAFZZ		11139	1011-348-0805	..CONNECTOR, RECEPTACLE	1
53	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015231411	11139	W8S	..RETAINER, ELECTRICAL	1
54	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015877601	11139	DT06-08SA	..CONNECTOR, PLUG, ELECTRICAL	1
55	PCFZZ	PCFZZ	PCFZZ	PCFZZ		7Z043	218N1T02	..BOOT, DUST AND MOISTURE (RED)	3
56	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940002835281	81343	MS25036-109	..TERMINAL, LUG	1
57	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5340015891081	1V6F3	15366021	..SEAL	3
58	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015859802	1V6F3	15326808	..CONNECTOR, RECEPTACLE	1
59	PAFZZ	PAFZZ	PAFZZ	PAFZZ		1V6F3	12191818	..CONTACT, PIN, 16-18 AWG	3
60	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940004640117	00779	36152	..TERMINAL, LUG	3
61	PCFZZ	PCFZZ	PCFZZ	PCFZZ		7Z043	218N1T14	..BOOT, DUST AND MOISTURE (BLACK)	1
62	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5330015602740	00779	828905-1	..SEAL, PLAIN	2
63	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015600703	00779	929939-1	..TERMINAL, LUG, 16-20 AWG	2
64	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015716514	00779	963040-3	..CONNECTOR BODY, PLUG	1
65	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015886862	37GZ4	20593C400	..CAP, CONNECTOR	1
66	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015033305	77060	12065287	..CONNECTOR BODY, PLUG	1
67	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999015821957	77060	12089290	..TERMINAL, QUICK DISCONNECT	3
68	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015916044	77820	97-3106A-10SL-4S (624)	..CONNECTOR, ELECTRICAL	1
69	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5365005985282	96906	MS3420-4	MAGNETIC SENSOR	1
70	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	M85049/38C-4A	..BUSHING, RUBBER	1
71	PAFZZ	PAFZZ	PAFZZ	PAFZZ		11139	1011-347-0605	..CLAMP	1
72	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014791567	45152	2HB188	..CONNECTOR, PLUG, ELECTRICAL	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
73	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015152283	19207	12485651-125	..CONNECTOR, RECEPTACLE	1
74	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5999015885530	1V6F3	12124076	..CONTACT, SOCKET, 20-18 AWG	2
75	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935014660260	77060	12162193	..CONNECTOR, PLUG, ELECTRICAL	1
76	PAFZZ	PAFZZ	PAFZZ	PAFZZ		75-272	COV-1313	.CLAMP, LOOP	3
77	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AEW13X375000GD5A21	.WASHER, 3/8, EXT TOOTH	5
78	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M10C025WB4K42	.SCREW, HEX HEAD, M10	2
79	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B020WB4K42	.SCREW, HEX FLANGE M8	1
80	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340004256432	75-272	COV-0613Z1	.CLAMP, LOOP	1
81	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015980233	05047	AEN18M10C000BA7H91	.NUT, PLAIN, EXTENDED M10	2
82	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340010813419	45152	2362HX	.CLAMP, LOOP	1
83	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5310015626014	62319	DIN-9021-M6	.WASHER, FLAT, M6	1
84	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K42	..SCREW, CAP, HEX, M6	1
85	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M10C030WB4K42	.SCREW, HEX HEAD, M10	2
86	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6145015886588	5T0Q1	EM4E393	.STRAP, GROUNDING	1
87	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6145015886398	5T0Q1	EM4A080	.STRAP, GROUNDING	1
88	PAFZZ	PAFZZ	PAFZZ	PAFZZ	6145015886563	5T0Q1	EM4D147	.STRAP, GROUNDING	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
POWER WIRING HARNESS REPAIR PARTS LIST

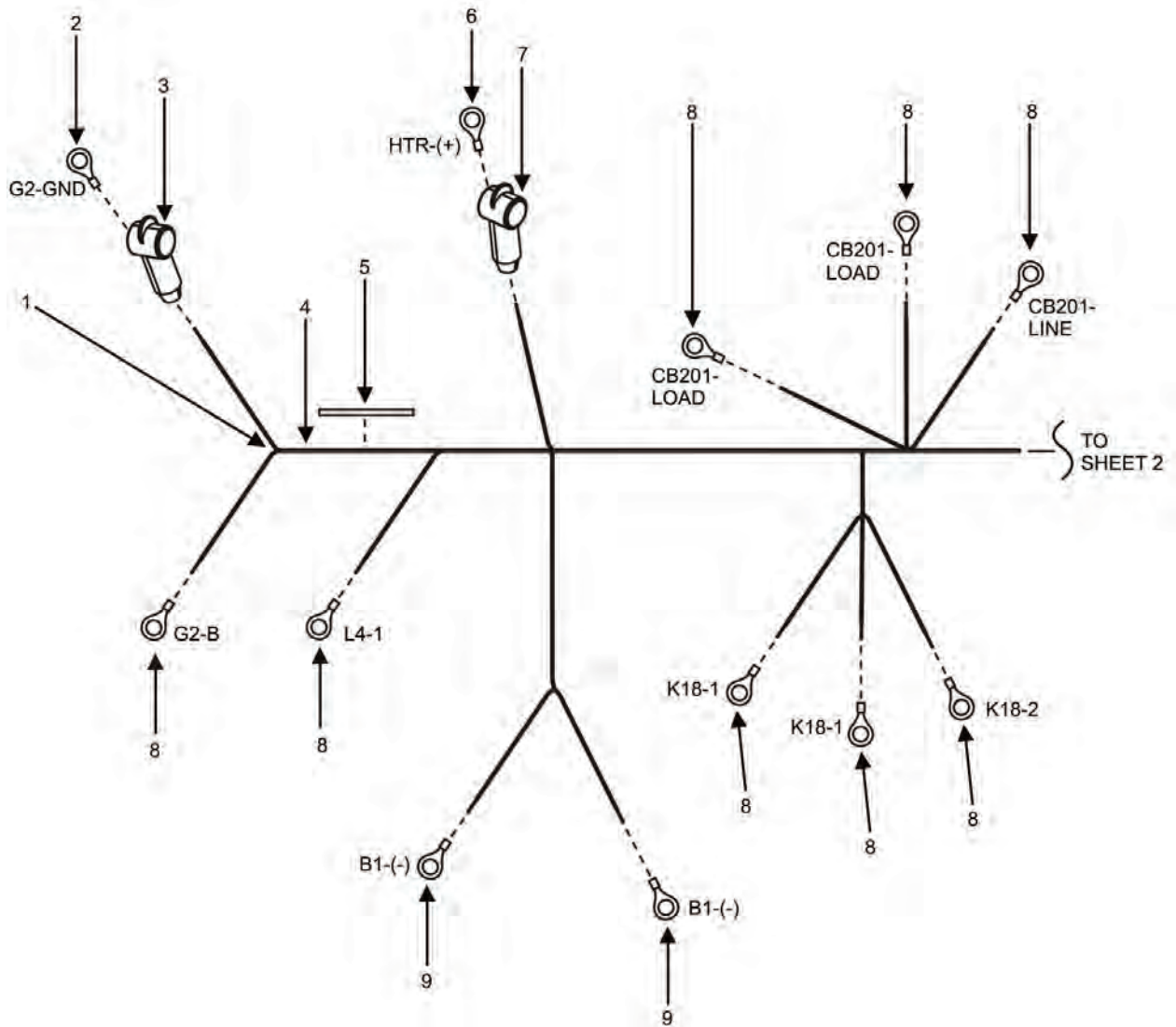


Figure 54. Power Wiring Harness (Sheet 1 of 2).

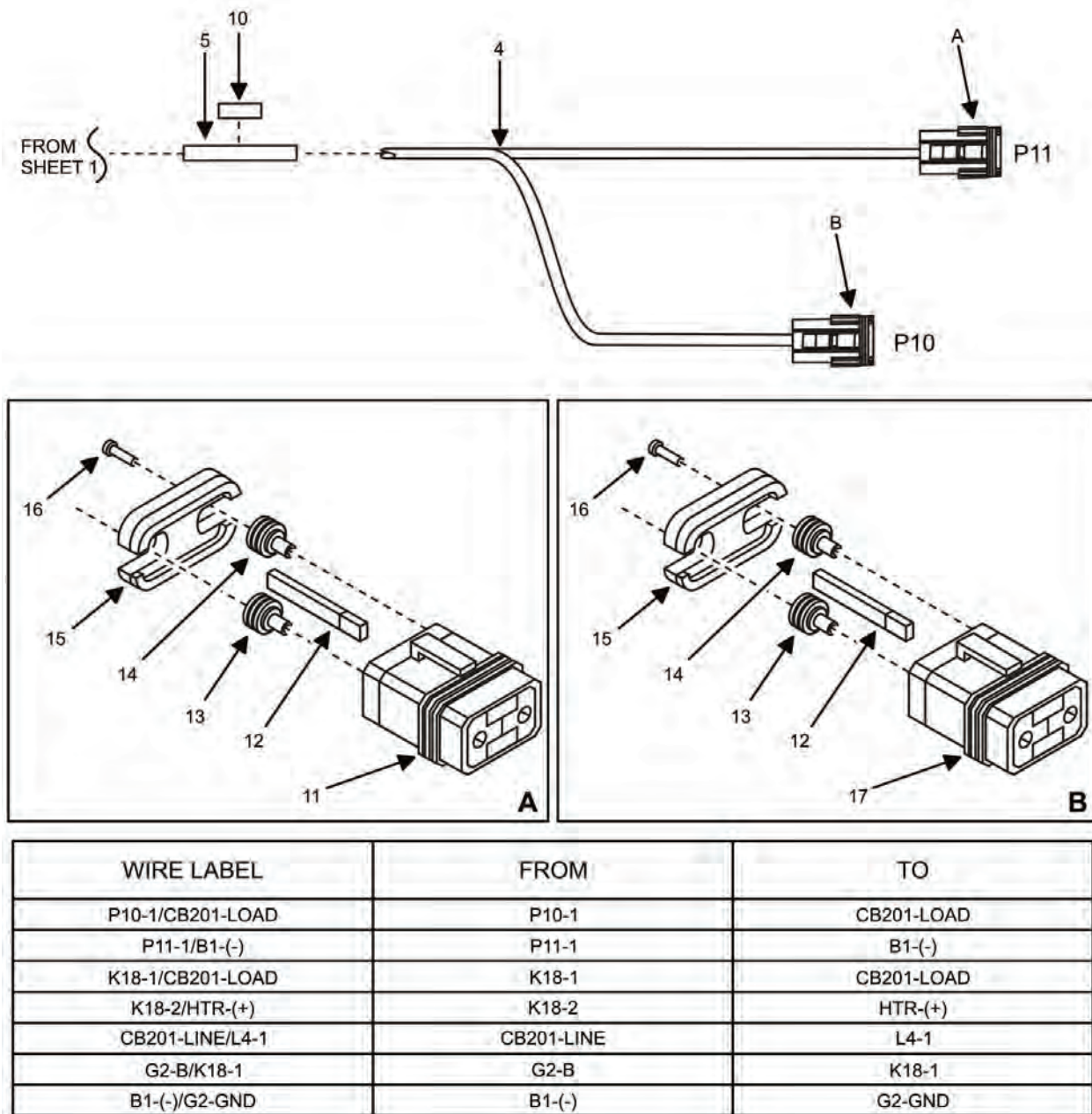


Figure 54. Power Wiring Harness (Sheet 2 of 2).

(1) ITEM NO.	ARMY	(2) SMR CODE AIR FORCE	USMC	NAVY	(3) NSN	(4) CAGEC	(5) P/N	(6) DESCRIPTION AND UOC	(7) QTY.
								GROUP 11	
								FIG. 54 POWER WIRING HARNESS	
1	PAFFF	PAFFF	PAFFF	PAFFF	6150015926751	44940	04-21051	..HARNESS, POWER	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001434794	81343	MS25036-112	..TERMINAL, LUG, RING	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		7Z043	218N1T14	..BOOT, DUST AND MOISTURE (BLACK)	2
4	MFFZZ	MFFZZ	MFFZZ	MFFZZ		0X4C9	3271-10-105	..STRAND, WIRE, 10 AWG (CUT TO LENGTH AS NEEDED FROM 3271-10-105 ON BULK ITEMS LIST)	1
5	MFFZZ	MFFZZ	MFFZZ	MFFZZ		3SXL3	55PP02872757640064	..INSULATION SLEEVING (CUT TO LENGTH AS NEEDED FROM 55PP02872757640064 ON BULK ITEMS LIST)	1
6	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940001434777	81343	MS25036-157	..TERMINAL, LUG, RING	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		7Z043	218N1T02	..BOOT, DUST AND MOISTURE (RED)	7
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940007189913	00779	35111	..TERMINAL, LUG, RING, M8, 12-10 AWG	8
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940008231581	00779	35112	..TERMINAL, LUG, RING, 3/8 IN, 12-10 AWG	2
10	XBFZZ	XBFZZ	XBFZZ	XBFZZ		53421	TAG2T5-100B	..LAMINATE, LABEL COVER	3
11	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015699506	71400	32004-A2	..CONNECTOR, PLUG, ELECTRICAL	1
12	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5940015700849	45152	17KP739	..TERMINAL, TAPER, RECEPTACLE	2
13	PCFZZ	PCFZZ	PCFZZ	PCFZZ		1V6F3	12129381	..BOOT, DUST AND MOISTURE	2
14	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5935015703453	71400	15336703	..SEAL RING, ELECTRICAL PLUG CONNECTOR	2
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015704557	71400	32004-TP2	..CONNECTOR BODY, RECEPTACLE COVER	2
16	PCFZZ	PCFZZ	PCFZZ	PCFZZ	5340011917772	11139	114018	PLUG, PROTECTIVE, DUST AND MOISTURE SEAL	2
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5935015928518	1UW16	32004-B2	..CONNECTOR, PLUG, ELECTRICAL	1
								END OF FIGURE	

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
WINTERIZATION KIT INSTALLATION REPAIR PARTS LIST

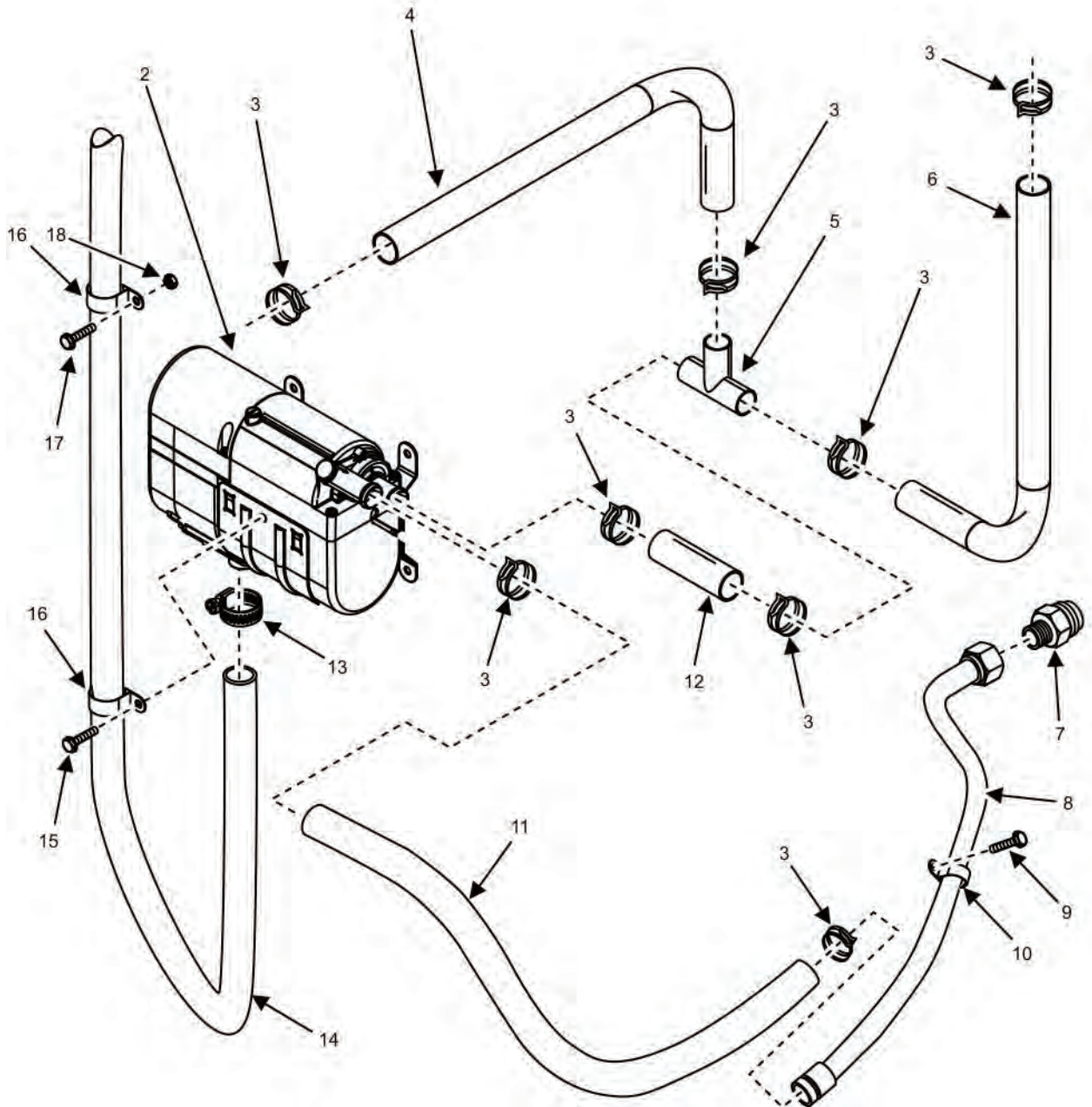


Figure 55. Winterization Kit (Sheet 1 of 4).

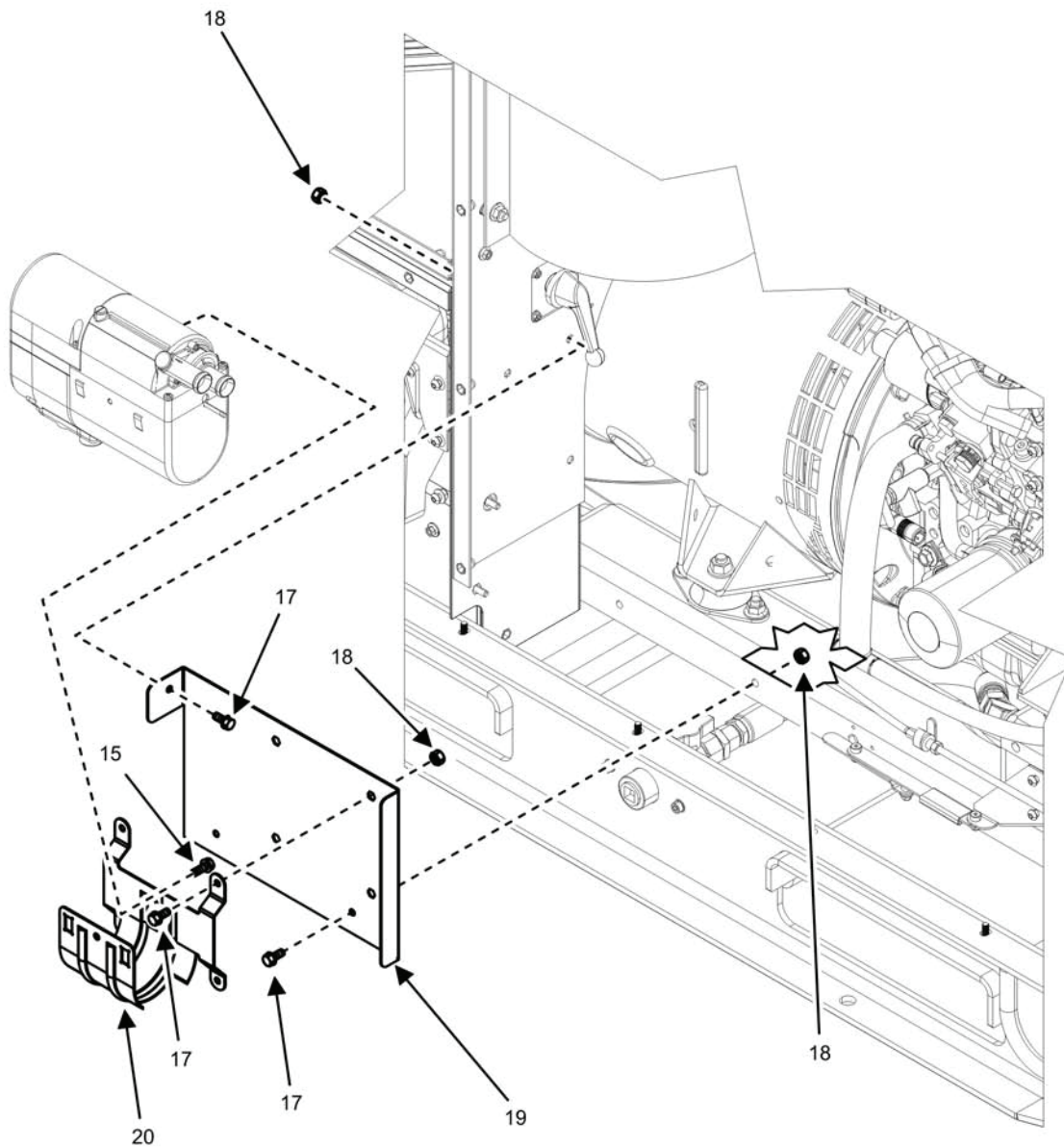


Figure 55. Winterization Kit (Sheet 2 of 4).

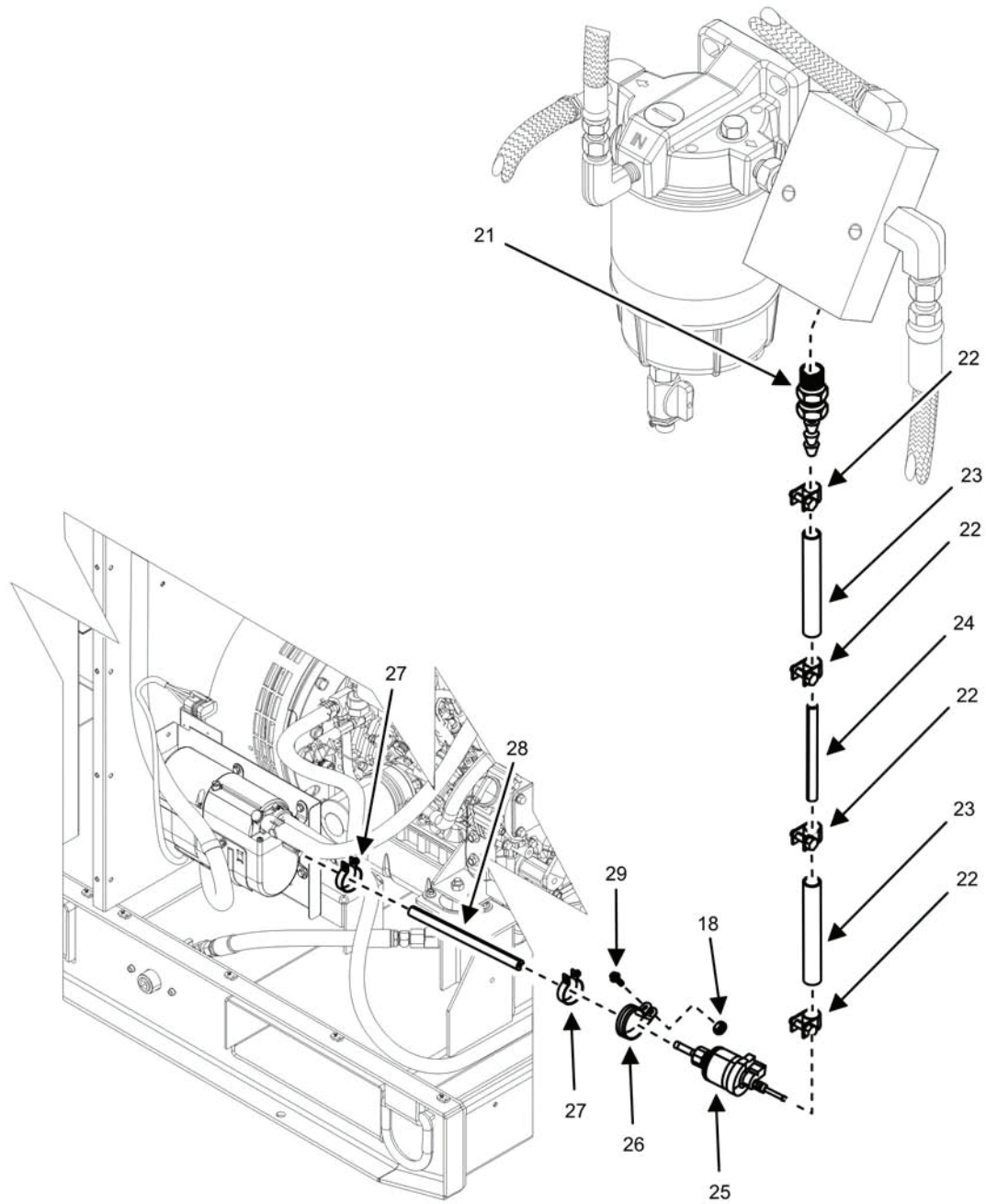


Figure 55. Winterization Kit (Sheet 3 of 4).

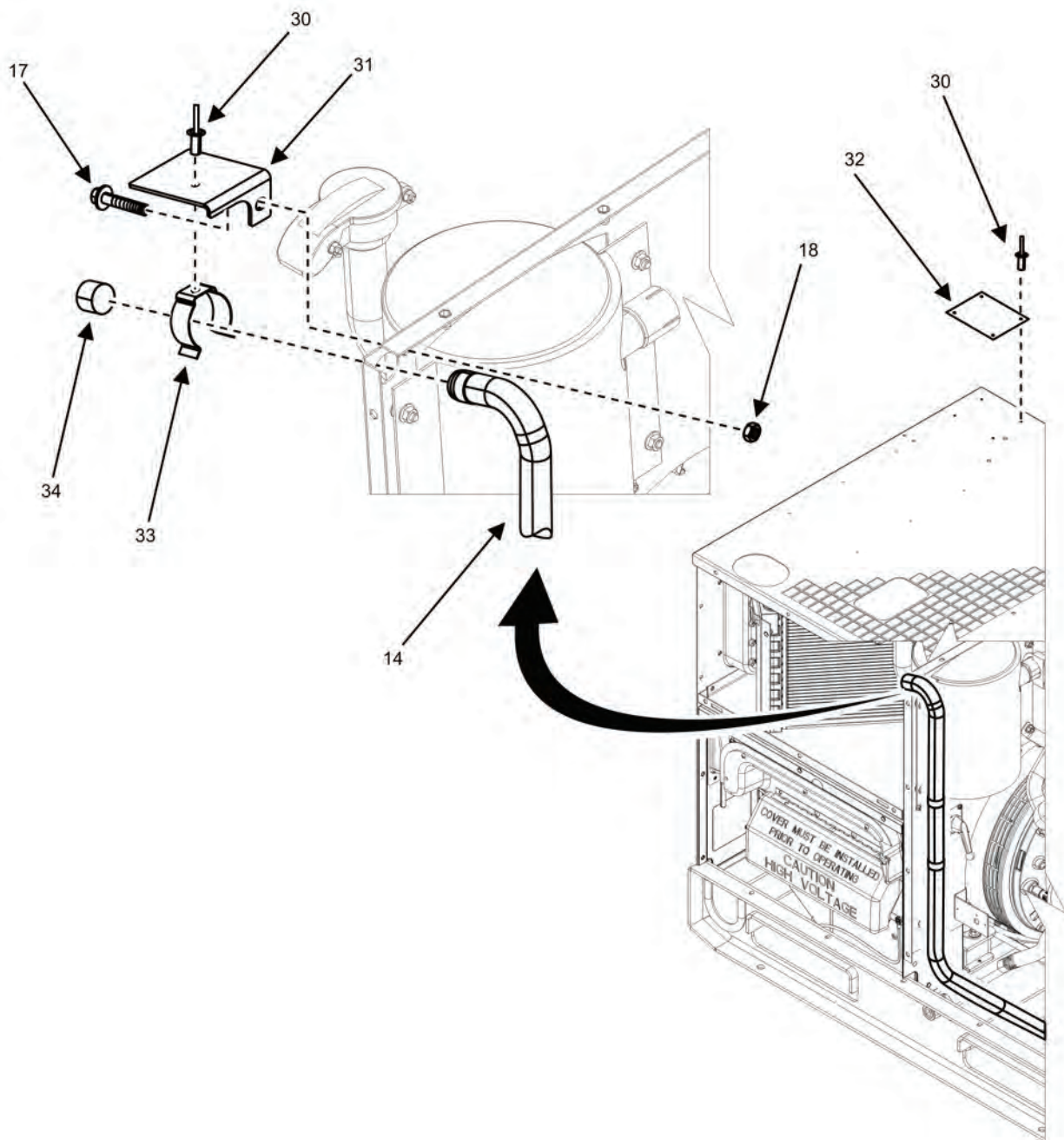


Figure 55. Winterization Kit (Sheet 4 of 4).

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
								GROUP 12	
								FIG. 55. WINTERIZATION KIT INSTALLATION	
1	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21123	..KIT WINTERIZATION (NOT SHOWN)	1
2	PAFZZ	PAFZZ	PAFZZ	PAFZZ		38453	99-20-0019	..HEATER	1
3	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAEJ1508CTB-29	..CLAMP, TYPE CTB	8
4	MFFZZ	PAFZZ	MFFZZ	PAFZZ		44940	04-21208-1	..HOSE, NONMETALLIC 3/4 INCH ID (MADE FROM 225MM ±10 MM BULK ITEMS LIST. ITEM 12	1
5	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730015957417	3A054	91355K54	..ADAPTER, TEE 3/4 INCH OD BARB	1
6	MFFZZ	PAFZZ	MFFZZ	PAFZZ	04-21208-4	44940	04-21208-4	..HOSE, NONMETALLIC 3/4 INCH ID (MADE FROM 253MM ±10 MM BULK ITEMS LIST. ITEM 12	1
7	PAFZZ	PAFZZ	PAFZZ	PAFZZ		98441	10-6 F3MX-S	..ADAPTER, PIPE 3/8 INCHBSPT TO 5/8 INCH 37 DEGREE	1
8	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21726	..TUBE, WATER 5/8 INCH 37 DEGREE TO 3/4 INCH HOSE	1
9	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M08B016WB4K42	..SCREW, HEX FLANGE HEAD M8 X 1.25 X 16MM	1
10	PAFZZ	PAFZZ	PAFZZ	PAFZZ		75272	C0V1313	..CLAMP,HOSE	
11	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21208-7	..HOSE, NONMETALLIC 3/4 INCH ID (MADE FROM 585MM ±10 MM BULK ITEMS LIST. ITEM 12)	1
12	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21208-3	..HOSE, NONMETALLIC 3/4 INCH ID (MADE FROM 85MM ±10 MM BULK ITEMS LIST. ITEM 12)	1
13	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340200062750	38453	50-40-0018	..CLAMP, TUBE 30MM ID	1
14	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	04-21551-3	..TUBE, FLEXIBLE EXHAUST	1

(1)	(2)				(3)	(4)	(5)	(6)	(7)
ITEM NO.	ARMY	SMR CODE AIR FORCE	USMC	NAVY	NSN	CAGEC	P/N	DESCRIPTION AND UOC	QTY.
15	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A012WB4K42	..SCREW, HEX FLANGE HEAD M6 X 1 X 12	2
16	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340005505943	81343	MS122916	..CLAMP, TUBE	2
17	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A016WB4K 42	..SCREW, HEX FLANGE HEAD M6 X 1 X 16	8
18	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	DIN6923-M6	..NUT, HEX FLANGE M6 X 1	6
19	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21129	..BRACKET, HEATER	1
20	XBFZZ	XBFZZ	XBFZZ	XBFZZ		38453	50-60-0045	..BRACKET, HEATER	1
21	PAFZZ	PAFZZ	PAFZZ	PAFZZ	4730014491233	93061	125HB-3-4	..ADAPTER, HOSE .25 INCH NPT MALE TO BARB	1
22	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAE J1508 D11	..CLAMP, HOSE	4
23	PCFZZ	PCFZZ	PCFZZ	PCFZZ		38453	40-10-0017	..HOSE, FUEL 5MM ID	2
24	MFFZZ	MFFZZ	MFFZZ	MFFZZ		44940	04-21547-5	..TUBE, FLEXIBLE (MAKE FROM 40-10-0005 ON BULK ITEMS LIST AND CUT TO LENGTH 625 MM +/- 10 MM)	1
25	PAFZZ	PAFZZ	PAFZZ	PAFZZ	2910200027185	1C645	25-1942-45-00-00	..PUMP, FUEL	1
26	PAFZZ	PAFZZ	PAFZZ	PAFZZ		38453	50-60-0028	..CLAMP, TUBE	1
27	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	SAE J1508 D9	..CLAMP, HOSE	2
28	MFFZZ	PAFZZ	MFFZZ	PAFZZ		44940	04-20852-1	..HOSE, FUEL 5/32 INCH ID (MAKE FROM P/N 40-10-0016 ON BULK ITEMS LIST AND CUT TO LENGTH 290 MM +/- 10 MM)	1
29	PAFZZ	PAFZZ	PAFZZ	PAFZZ		44940	AES10M06A030WB4K42	..SCREW, HEX FLANGE HEAD M6 X 1 X 30	1
30	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5320009321972	81349	M24243/6-A402H	..RIVET, BLIND	5
31	XBFZZ	XBFZZ	XBFZZ	XBFZZ		44940	04-21503	..BRACKET, EXHAUST TUBE	1
32	PAFZZ	PAFZZ	PAFZZ	PAFZZ		30554	04-21676	..PLATE, OPERATING INSTRUCTIONS	1
33	PAFZZ	PAFZZ	PAFZZ	PAFZZ	5340015883558	78553	C22275-020-4	..CLIP	1
34	PAFZZ	PAFZZ	PAFZZ	PAFZZ		38453	60-30-0025	..CAP, TUBE	1
END OF FIGURE									

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
BULK ITEMS LIST

(1) ITEM NO.	(2) SMR CODE	(3) NSN	(4) CAGEC	(5) PART NUMBER	(6) DESCRIPTION AND UOC	(7) QTY
GROUP 99 BULK MATERIAL						
FIG. BULK						
1	PAFZZ	8030001556444	05972	76759	ANTISEIZE COMPOUND	1
2	PAFZZ		4AJA4	EF20C0038722	CABLE, ELECTRICAL	1
3	PAFZZ	6145012521449	16428	89418	CABLE, POWER, ELECTRICAL	1
4	PAFZZ		4AJA4	EF20C0028722	CABLE, SPECIAL, PURPOSE	1
5	PCFZZ		C4643	A3521	EDGING	1
6	PCFZZ		C4643	A2539	EDGING	1
7	PCFZZ	5325001850001	96906	MS35489-46	GROMMET, NONMETALLIC	1
8	PCFZZ	4720014792748	45152	3058529	HOSE, NONMETALLIC	1
9	PCFZZ		24161	42190109	HOSE, NONMETALLIC	1
10	PCFZZ		73842	58001904800300	HOSE, NONMETALLIC	1
11	PCFZZ		24161	0503-2726	HOSE, NONMETALLIC	1
12	PCFZZ		38453	30-10-0003	HOSE, NONMETALLIC	1
13	PCFZZ		38453	40-10-0005	HOSE, NONMETALLIC	1
14	PCFZZ		38453	04-10-0016	HOSE, NONMETALLIC	1
15	PCFZZ	4720012085869	24161	42300134	HOSE, NONMETALLIC	1
16	PAFZZ		30554	88-20541-1	INSULATION SLEEVING	1
17	PAFZZ		30554	88-20541-9	INSULATION SLEEVING	1
18	PAFZZ		30554	88-20541-11	INSULATION SLEEVING	1
19	PAFZZ		3SXL3	55PP02872757640064	INSULATION SLEEVING	1
20					INSULATION SLEEVING,	
	PAFZZ	5970013261733	92194	TFT-250-16	ELECTRICAL	1
21	PAFZZ	8030000822508	05972	747-55	PRIMER, SEALING, COMPOUND	1
22	PCFZZ	5340123827191	C4643	A1512	SEAL, EDGE	1
23	PCFZZ	5340123826622	C4643	A3709	SEAL, EDGE	1
24	PCFZZ		C4643	A3921	SEAL, EDGE, BULB	1
25	PCFZZ		C4643	RA 007	SEAL, EDGE, EMI	1
26	PAFZZ	8030011045392	05972	24221	SEALING COMPOUND	1
27	PAFZZ	8030014790487	05972	56541	SEALING COMPOUND	1
28	PAFZZ	8030013963362	05972	68035	SEALING COMPOUND	1
29	PAFZZ	8030000585398	05970	85-12	SEALING COMPOUND	1
30	PAFZZ		85901	ATUM 24/6-0	SLEEVE, HEAT SHRINK	1
31				ST-301-1/2 BLACK	SLEEVING, INSULATING	1
32	PAFZZ		0X4C9	3271-12-65	STRAND, WIRE	1
33	PAFZZ	4010015906749	0X4C9	3271-16-26	STRAND, WIRE	1
34	PAFZZ		0X4C9	3271-20-10	STRAND, WIRE	1
35	PAFZZ		0X4C9	3271-6-133	STRAND, WIRE	1
36	PAFZZ		0X4C9	3271-8-133	STRAND, WIRE	1
37	PAFZZ		0X4C9	3271-10-105	STRAND, WIRE	1
38	PAFZZ		38453	60-30-0012	TUBE, FLEXIBLE	1
END OF FIGURE						

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
SPECIAL TOOLS LIST

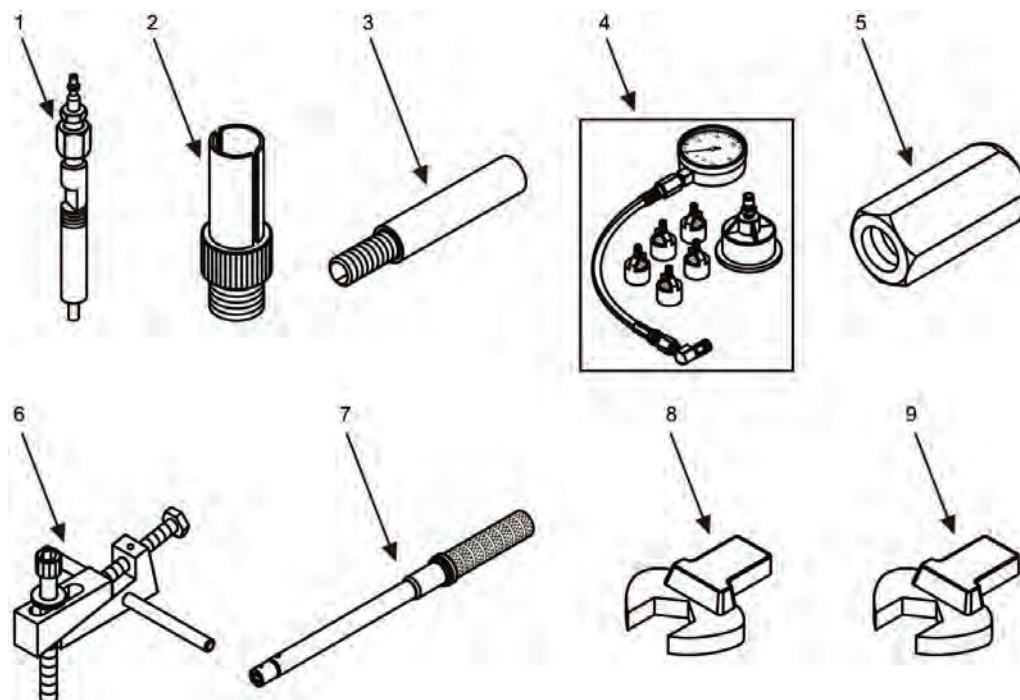


Figure 56. Special Tools List.

(1) ITEM NO	(2) SMR CODE	(3) NATIONAL STOCK NUMBER (NSN)	(4) CAGEC	(5) PART NUMBER (P/N)	(6) DESCRIPTION AND USABLE ON CODE (UOC)	(7) QTY
SPECIAL TOOLS FIG. 56						
1	PAFZZ		0J1H4	YAN10ENGCOMAD	ADAPTER, COMPRESSION TEST	
2	PAFZZ		0AK42	158090-51831	ADAPTER, FUEL INJECTION PUMP PLUNGER	
3	PAFZZ		0AK42	303613	EXTENSION, DIAL INDICATOR	
	KFFZZ		0J1H4	5-10-15STTEKIT	KIT, AMMPS 5, 10, 15 KW STTE (NOT SHOWN)	
	KFFZZ		0J1H4	5-60STTEKIT	KIT, AMMPS COMMON STTE (NOT SHOWN)	
4	PAFZZ		47M91	3289	TEST SET, OIL SYSTEMS PRESSURE	
5	PAFZZ		0AK42	129470-92305	TOOL, FUEL INJECTOR REMOVAL	
6	PAFZZ		0J1H4	01METRIC	TOOL, RIVET NUT	
7	PAFZZ		636D0	64-154	TORQUE TUBE, 5-75 FT-LB	
8	PAFZZ		636D0	64-309	TORQUE WRENCH HEAD END, 1/4" X 3/8" DRIVE, 5/8"	
9	PAFZZ		636D0	64-308	TORQUE WRENCH HEAD END, 1/4" X 3/8" DRIVE, 9/16"	
END OF FIGURE						

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
NATIONAL STOCK NUMBER (NSN) INDEX

STOCK NUMBER	FIG.	ITEM	STOCK NUMBER	FIG.	ITEM
4720000213320	1	31	5975008783791	1	28
8030000585398	BULK	29	5940008990260	17	28
8030000822508	BULK	21	5320009321972	1	6
5940001139828	4	41		55	30
	11	13	5940009581214	16	13
5940001141315	15	8	5331009738598	23	5
2590001419758	11	6	5940010038579	16	14
5940001434771	33	10	5310010096570	24	13
	53	2	5310010492745	23	27
5940001434773	53	44		24	19
5940001434777	54	6	5310010518089	23	26
5940001434794	23	14		24	18
	54	2	5310010607181	23	32
5940001435573	15	12		24	24
8030001556444	BULK	1	5310010609104	23	20
5325001850001	10	15	5305010623344	24	27
	BULK	7	5310010779650	23	8
5310001898467	16	12		24	45
4730002783724	26	29	5310010800030	4	32
5940002835281	53	56	5340010813419	53	82
5310003382255	6	27	5935010979974	2	17
	7	5	8030011045392	BULK	26
5340004256432	53	80	4730011097901	23	17
5940004640117	1	40	5940011129746	53	26
	21	13	5940011390853	19	34
	53	60	5301011580835	48	4
5310004808509	23	43	3110011609663	23	28
5940005045877	15	15		24	20
	17	32	5310011688140	2	15
5340005505943	55	16		33	12
4730005951078	10	41	5935011741235	18	11
5365005985282	53	69		21	7
5930006156731	6	14		53	51
5940006172896	17	38	4930011741451	13	6
5940006553318	17	23	5305011742761	23	19
5940006603633	19	37	5310011742761	24	14
	21	16	5935011862240	53	9
5930006831625	2	23	5305011904461	23	33
5940007189913	54	8		24	23
5940008231581	54	9	5340011917772	54	16
4730008330508	12	11	5999012036687	17	18
5945008557478	2	21		18	12
4730008716729	10	20		19	10

STOCK NUMBER	FIG.	ITEM	STOCK NUMBER	FIG.	ITEM
	21	23	5306014317457	29	61
	53	24	5306014317461	37	6
4720012085869	BULK	15		39	5
4730012089235	12	6	5935014468180	21	10
5999012163648	23	11		23	16
	24	6		24	7
	53	46		53	29
5935012502524	53	6	5935014475814	21	11
6145012521449	19	23		53	28
	BULK	3	4730014491233	55	21
5310012866304	13	1	5935014541789	21	22
5305013006264	31	21	5330014544384	39	3
5935013088599	53	32	5330014546389	31	13
5999013234929	53	30		41	19
5340013237785	29	46	3020014554443	50	5
	29	59	5330014556877	52	1
5340013237844	28	6	5315014659931	47	4
	31	23		50	3
5935013250384	53	11	5935014660260	53	75
5970013261733	53	3	5310014664926	16	6
	BULK	20	5310014702044	16	5
5905013291699	23	25	5935014708342	18	13
	24	17		53	23
5305013390822	23	3	5970014713258	33	9
	24	40	5305014773508	48	14
5935013399574	53	34	5330014774043	40	6
5975013604293	53	42	8030014790487	BULK	27
5305013661153	23	9	5935014791567	53	72
	24	46	5935014791823	53	16
4820013671836	10	40	4720014792748	BULK	8
5940013692874	24	4	5935014830852	17	17
5310013700052	24	26		19	21
5120013738976	4	47		53	49
2920013882776	4	30	5935014846537	17	16
5305013886229	37	5		19	19
	41	7		53	48
	48	12	5310014849183	17	4
5306013886230	31	5		21	2
	37	4	5935014953346	21	27
5310013888826	41	15	5935014953353	21	24
5935013897312	53	7	5310015006541	4	64
6645013929615	18	4	5935015033305	53	66
5340013960454	4	65	5935015065555	23	10
8030013963362	BULK	28		24	47
4730014079298	10	45		53	45
5935014142582	53	12	5935015121010	21	9
5330014195480	40	8	5310015152283	53	73
4520014246353	40	7	5935015191808	23	12
5310014314065	29	63		24	48

STOCK NUMBER	FIG.	ITEM	STOCK NUMBER	FIG.	ITEM
	53	47	4730015468864	26	9
5935015224172	21	8	5305015468870	31	7
5935015231411	53	53	5310015468875	41	12
5935015235410	53	50		48	7
5935015238855	18	10	5315015468877	49	4
	53	25	5307015468878	41	2
5306015267343	29	56	5310015468881	26	14
5940015273588	53	36	4720015468893	31	24
6140015297226	2	6	5330015468895	31	28
2815015380835	46	8	5330015468898	31	11
2930015380889	31	6	5306015468899	39	4
5340015400594	41	10	4730015468903	31	10
5330015463538	31	1	5306015468913	26	5
5310015463576	29	51		29	55
4720015463578	28	13		35	2
3040015464092	29	52	5310015468916	44	6
4370015464242	31	12	5340015468917	31	25
4730015464247	31	15	5310015468927	41	5
5331015464255	48	10		48	1
5306015464263	44	10	5306015468929	50	6
5306015464266	29	49	5364015468936	46	7
5306015464268	36	4	4730015469253	31	16
5306015464269	45	7	5306015469263	41	14
5306015464275	46	9	5310015469272	29	50
2815015464309	50	4	5310015469316	41	17
2590015464329	26	34	5355015469841	43	3
2920015464582	44	12	5365015469878	26	18
2815015464587	28	14	5306015469886	41	16
4730015464701	26	1	5310015469888	49	2
2815015464721	46	5	5306015469891	49	3
5330015466844	37	8	5315015469902	39	1
5340015466859	46	6		47	3
4720015467538	26	11	5306015470081	51	3
5330015467545	26	2	5315015470091	42	11
2815015467688	50	1	5307015470405	26	6
5306015468037	48	13	5330015470461	30	5
5306015468052	30	2	5306015470465	42	14
2930015468053	26	12	5331015470466	31	4
4720015468124	31	27	5306015470515	31	3
5331015468126	43	10		31	19
	48	16		40	3
5331015468510	48	19	5331015470529	48	18
5331015468517	43	2	5330015470629	31	17
5306015468540	36	6	5306015472404	37	2
5306015468565	35	4		44	11
5315015468568	44	7	5310015531219	22	1
5305015468629	43	8		22	1
4720015468857	26	16	2930015569612	43	9
4730015468861	26	8		48	17

STOCK NUMBER	FIG.	ITEM	STOCK NUMBER	FIG.	ITEM
5310015577264	26	22	6150015860702	21	17
5940015600703	53	63	6150015861848	15	11
5330015602740	53	62	6150015861850	17	31
6115015617455	1	1	6150015862781	21	25
6115015617466	1	2	5340015868449	53	31
5310015626014	53	83	4320015870865	12	10
5925015694427	3	2	2815015871806	42	7
5925015696394	3	4	5980015873102	6	23
5935015699460	53	33	5930015875396	6	5
5935015699470	53	38	5330015876259	6	28
5935015699506	54	11	5925015876954	2	20
5935015699542	53	41	2815015877235	42	1
5940015700849	54	12	6115015877589	23	29
5935015703453	54	14		24	21
5935015704538	53	35	5935015877601	53	54
5935015704557	54	15	5935015877612	53	21
5925015715799	3	3	5998015877618	7	10
5935015716514	53	64	2950015878314	41	1
5999015722092	53	17	5340015878549	19	12
3110015797536	47	5	5340015878553	16	9
5330015801468	48	9	5310015878556	23	21
2815015803515	42	5		24	38
5360015806254	42	4	2940015880924	13	7
5999015821957	53	67	2930015882852	10	18
5935015859802	53	58	5340015883111	7	3
5940015859905	33	4		10	19
6110015859960	6	22	6145015883447	4	34
6150015860026	1	37	5999015883447	12	13
5930015860041	17	20	5340015883558	55	33
6150015860078	15	9	2910015883900	28	4
6150015860087	17	27	6150015883988	7	15
5935015860093	23	15	6150015883992	7	14
	24	5	6150015883995	7	13
5940015860213	18	7	6150015884000	6	30
	19	43	5307015884044	14	8
	33	7	2815015884063	47	1
5925015860232	19	13	2910015884411	29	1
6150015860281	33	3	6115015884725	5	3
6150015860317	15	4	6150015885103	7	12
6150015860319	17	22	2920015885220	23	13
5998015860344	21	3	6150015885253	7	11
6150015860351	17	25	5935015885256	53	18
5940015860410	15	5	5935015885261	53	37
6150015860411	18	6	5999015885530	53	74
5310015860557	22	11	5935015885541	6	29
6150015860561	19	18	2920015885580	24	2
6150015860566	21	12	2815015885596	25	1
6150015860601	19	38	5935015885600	6	32
6150015860640	17	11	6150015885606	6	6

STOCK NUMBER	FIG.	ITEM	STOCK NUMBER	FIG.	ITEM
6150015885621	6	3	3120015899874	47	8
6150015885631	6	21	3120015899877	46	10
6150015886024	6	11	3120015899883	47	6
6145015886398	53	87	3130015899890	47	7
6145015886489	16	16	5365015899904	51	2
6145015886563	53	88	5365015899908	45	4
6145015886588	53	86	5331015899924	26	13
5935015886862	53	65	3020015899927	51	1
5935015887131	6	7	3020015899928	51	4
5998015887145	7	7	3020015899930	31	20
6115015887148	24	9	5306015899935	48	15
5998015887279	6	33	5330015899937	29	28
6115015887288	23	7	5340015899988	4	17
	24	44		5	13
6115015887317	23	18	5340015900063	4	39
5305015889321	4	22	5330015900070	7	9
	5	16	5930015900170	19	27
4730015890851	11	40	5365015900371	4	29
4820015891015	11	43	5340015901601	6	12
5340015891081	53	57		19	25
5310015893727	1	47	5340015903805	22	12
5325015893727	3	8	5930015905539	6	4
5310015893727	4	4	2815015906382	29	10
5325015893727	10	3	5935015906702	19	24
5310015893727	14	5	5975015906706	12	9
	16	2	4010015906749	17	37
	20	3		18	8
5310015893734	4	71		19	35
4730015893753	11	20	4110015906749	19	44
4720015893798	13	5	4010015906749	33	6
4910015893803	4	26		53	19
4910015893807	4	27		BULK	33
5930015894070	6	15	5340015907511	48	6
5340015894100	9	7		48	8
5310015894140	16	11	2930015908522	10	6
5340015894472	6	24	6110015915195	15	1
5330015894656	6	9	5935015916044	53	68
5330015894667	18	5	4820015916101	23	22
4730015896544	29	42		24	12
4730015896551	29	7	5306015916658	23	44
4730015896558	29	14	5331015916998	29	11
4730015896562	29	8	5331015917004	29	18
2815015896590	52	2	5306015917012	29	33
2940015896600	26	15	5315015917020	29	41
2990015897053	48	11	5330015917238	39	2
4820015897657	29	17	5310015918691	31	9
2815015897677	29	13	5305015919018	32	5
5330997278075	30	3	5305015919022	22	13
5330997953519	42	3	5305015919025	36	2

STOCK NUMBER	FIG.	ITEM	STOCK NUMBER	FIG.	ITEM
5305015921168	3	9	5310015935320	6	16
	5	1	5340015935321	9	2
	11	52	2510015935711	43	12
	14	1	5340015935913	4	61
	16	8	5340015935979	4	36
	17	7	5340015936025	4	15
	20	1	5331015936237	29	9
4330015923418	8	14	5330015936266	29	27
6625015926232	2	13	5360015936284	29	26
6150015926626	2	5	5330015936288	29	24
6150015926629	2	4	5331015937166	29	23
6150015926641	17	39	5330015937180	29	22
6160015926648	2	7	5331015937193	29	25
6150015926743	2	12	5330015937239	29	6
6150015926746	2	14		29	21
6150015926751	54	1	5340015938291	9	5
6150015926755	53	1	4720015938716	11	17
5310015927891	40	4		13	18
5307015927895	32	4	5330015938759	43	11
5305015928054	13	2	5330015938760	36	5
5306015928062	22	6	5331015938761	29	65
	22	6	5340015938764	28	8
5935015928518	54	17	5330015938765	35	1
4730015928571	10	39	4710015939519	28	5
5340015929358	45	6	4710015939521	28	12
5930015929360	30	4	4710015939529	28	3
5340015929366	45	9	4710015939554	28	2
5315015929373	48	5	4710015939557	28	1
4730015929755	13	8	4710015939633	28	7
5340015932737	4	7	4720015939644	10	16
5340015932743	4	23	4720015939650	10	38
5340015932744	4	46	5330015942104	41	3
5340015932746	10	4	4720015942196	10	27
5340015932748	10	9	4720015942216	10	24
5340015932750	4	56	4720015942259	8	16
5342015932753	4	38	4720015942287	10	26
5342015932754	4	14	4720015942329	8	5
5342015932755	4	54	4720015942383	8	2
5342015932760	4	62	6150015942384	19	33
5342015932761	4	50	4710015945435	13	17
5340015932765	4	18	5360015953490	43	6
5365015932766	13	3	5925015954319	19	14
5340015933798	19	10	4730015954387	29	47
5310015934771	29	15	4730015954402	26	7
	29	43	4730015954455	41	11
5310015934783	29	12	4730015954476	40	2
	29	60	4720015954656	40	1
5310015934827	11	3	4720015954714	26	10

STOCK NUMBER	FIG.	ITEM	STOCK NUMBER	FIG.	ITEM
4810015954723	43	7	5935015956861	19	15
2815015954728	46	1	2815015957311	24	16
4520015954748	40	5	4730015957417	55	5
2815015954833	50	2	2815015957518	24	15
2815015954859	44	1	6110015958949	33	1
4730015954910	28	10	4730015959114	8	13
5330015954934	42	8	4310015959169	8	8
5330015954938	42	15	2930015959350	10	8
5330015954941	41	4	4730015959840	45	2
1615015955062	37	3	8145015960062	29	62
2815015955066	42	13	5307015960065	48	2
4820015955073	43	4	5340015960100	28	11
2815015955108	42	12	5310015960143	29	70
2915015955127	29	34	5360015960146	29	69
2910015955200	34	1	3020015960313	29	48
2815015955224	46	4	3020015960315	47	2
2815015955237	46	2	3020015960318	49	1
2815015955260	46	3	3120015960368	46	11
5306015955335	41	20	5305015961447	6	17
5306015955339	29	64	5305015963600	15	2
5331015955388	41	6	5305015963670	12	14
5331015955392	29	58	5305015963678	20	6
5306015955398	29	2	5310015963757	23	45
5306015955400	52	3	4730015966452	12	19
5306015955405	29	37	4710015966464	11	22
	29	67	4730015966482	26	26
4820015955442	43	1	4730015966498	26	38
4730015955751	26	17	4720015966552	12	8
4730015955753	13	9	5340015966925	22	4
4730015955755	10	28	5340015967016	24	36
4730015955757	8	3	5305015967033	26	25
2815015955799	43	13	5305015967451	24	37
5430015955961	10	17	4420015967714	43	14
5310015955981	16	10	2815015968062	38	3
5305015956003	4	66	2815015968152	13	13
	7	2	3040015971148	4	24
5305015956010	7	6	5915015971364	6	20
4730015956012	10	34	5340015971365	4	53
2815015956052	29	66	5340015971375	5	12
5305015956135	7	16	5365015971376	12	18
5330015956147	5	7	5330015971378	5	5
5330015956168	6	10	5340015971379	5	9
2910015956182	29	19	5340015971380	4	57
5315015956252	42	6	6160015971381	2	1
5330015956467	6	8	5340015971394	4	19
2815015956598	42	9	5340015973073	4	67
2815015956613	42	2	5340015973082	4	37
5325015956735	24	3	5306015973920	23	42
2990015956763	24	41	5307015973973	33	11

STOCK NUMBER	FIG.	ITEM
4710015979386	41	18
5310015980222	33	13
5310015980233	33	2
	53	81
4320015980446	24	39
5940015981268	21	18
5310015983316	22	9
5340123826622	BULK	23
5340123827191	BULK	22
5305144697436	31	14
	41	8
2910200027185	55	25
5340200062750	55	13
5310993711050	17	8
	18	2
	19	17
5330997278075	30	3
5330997953519	42	3

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
PART NUMBER INDEX

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
A001G442	23	37		24	30
	24	31	A034S429	23	39
A007L156	23	41		24	33
	24	35	A035J009	23	34
A025H476	23	40		24	28
	24	34	A1512	BULK	22
A026C356	23	42	A2539	BULK	6
A026D370	6	33	A3521	BULK	5
A026D375	6	7	A3709	BULK	23
A026D949	7	7	A3921	BULK	24
A026E305	23	13	AA55804-3B 9FT	1	28
A026E311	24	2	AEB02C500C50WA6FY1	22	6
A026E707	7	16		22	6
A026E709	7	9	AEN04M508000CX0A36	4	25
A026F088	6	22	AEN045M508000CX0A36	5	15
A026F119	20	4	AEN12F250000CH2A31	15	3
A026F215	7	10	AEN18M08B000BA7H91	33	13
A026F710	23	7	AEN18M10C000BA7H91	33	2
	24	44		53	81
A026F712	23	2	AEN18M10C000DG8A31	11	25
A026F713	24	39	AES01C375B25WA6FY1	22	10
A026G000	26	25	AES07M06A070WB4AA1	11	34
A026G053	6	24	AES07M10B020WB4K41	38	5
A026G778	24	10	AES07M10C025WB4K42	38	2
A026H437	24	9	AES10C025CZ7A32	11	23
A026J177	6	10	AES10M06A012WB4K42	55	15
A026J180	6	8	AES10M06A016WB4K42	2	22
A026J182	6	9		4	6
A026J838	23	29		8	11
	24	21		10	1
A026K431	21	3		11	31
A028X837	10	6		12	14
A030S159	23	23		17	19
	24	11		19	29
A032X895	23	31		34	2
	24	22		53	84
A034L400	23	30		55	17
	24	25	AES10M06A020WB4K42	3	9
A034P825	23	38		4	72
	24	32		5	1
A034P849	23	35		11	52
	24	29		14	1
A034R862	23	36		16	8

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
	17	7	B1834C06030N	16	3
	20	1	C-04-21420	4	66
AES10M06A030WB4K42	55	29	C-04-21421	5	7
AES10M06A045WB4K42	17	44	C0V1313	55	10
AES10M06A055WB4K42	20	6	C22275-020-4	55	33
AES10M088020WB4K42	22	15	C-8718-08	24	4
AES10M08B016WB4K42	10	31	CD0422S6C	1	42
	36	3	CD3101E18-19S	1	44
	55	9	CD3106E18-19P	1	38
AES10M08B020WB4K42	8	12	CD389/26WH21SN-BS23	53	10
	10	37	CD389/26WJ29SN-BS25	53	5
	53	79	CD389/26WJ61SN-BS25	53	8
AES10M08B025WB4K42	9	8	COV-0613Z1	53	80
	32	8	COV-1313	53	76
AES10M08B045WB4K42	36	2	CT150E24E2S	15	1
AES10M10C020WB4K42	22	13	D38999/26WH21SN	53	11
AES10M10C025WB4K42	53	78	D38999/26WJ29SN	53	6
AES10M10C030WB4K42	13	2	D38999/26WJ61SN	53	9
	22	3	DG3M6F-S-RPC	16	13
	53	85	DHR12 US9206*01 EF1	6	5
AES10M10C070WB4K42	32	5	DIN125-M3	17	8
AES10N10C25WB4K42	25	4		18	2
AES46M508016CH2A31	4	55		19	17
	15	2	DIN125-M4	19	2
AES47M407016DG6CP2	11	37	DIN126-M8	32	9
AESF5C112312WA2A26	6	31	DIN127-M6	11	30
AESZAC190375WA1FY1	11	29	DIN1481-M3X40	38	6
AEW01X437000BD6AQ1	22	9	DIN6923-M10	32	6
AEW01X500000BD6AQ1	22	2	DIN6923-M4	17	2
AEW13X164000GD5A21	19	4		19	5
AEW13X250000GD5A21	4	33		21	6
	5	2	DIN6923-M6	2	2
	11	51		4	13
	12	12		5	8
	19	11		10	47
AEW13X375000GD5A21	53	77		11	16
AEW20M010000DB8A31	11	24		12	16
AEW20X010000BD8A 21	14	7		17	21
AEW22X190000EA1AA1	12	5		19	6
AEW23X06R10MSE4A31	4	21		55	18
AEW24X37N062BD6FY1	23	45	DIN6923-M8	8	9
	24	50		9	4
AEW25X266062EA1AFI	11	35		10	36
AF26168	8	8	DIN7380A2-M5X25	2	19
AH0883000	8	7	DIN7380A2-M6X12	4	16
ATUM 24/6-0	1	39		5	10
	BULK	30		11	7
AX38 9012-2038	32	7		19	9
B120-7032	3	6	DIN7985-M2X3	6	24

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
DIN-9021-M6	53	83		7	5
DIN931-M4X16	17	5	M85049/38C-4A	53	70
	19	1	M85049/39-23W	53	12
DIN931-M4X6	21	1	M85049/39-25W	53	7
DIN931-M5X30	12	4	MEP-1040	1	1
DIN933-M3X16	17	9	MEP-1041	1	2
	18	1	MMF1203M06F16M4	21	4
	19	26	MS122916	55	16
DIN934-M3	17	6	MS20659-142	15	8
	18	14	MS20659-41	17	23
	19	16	MS20659-9	17	28
DIN934-M5	2	15	MS24523-31	2	23
	33	12	MS25036-103	33	10
DKR12 US0094*02EA	6	4		53	2
DR20BLKWRTR	19	15	MS25036-105	53	44
DRC26-50S04	53	21	MS25036-109	53	56
DT04-2P	23	10	MS25036-112	23	14
	24	47		54	2
DT04-4P-EP13	53	50	MS25036-148	4	41
DT06-08SA	53	54		11	13
DT06-2S	21	11	MS25036-155	19	37
	53	28		21	16
DT06-3S	18	10	MS25036-157	54	6
	53	25	MS25043-16DA	6	2
DT06-4S	17	16	MS25043-18D	19	25
	19	19	MS25043-18DW	6	12
	53	48	MS25043-20DA	6	13
DTP06-4S	21	8	MS25224-1	6	14
EF20C0028722	53	40	MS3102R18-19SN	19	24
	BULK	4	MS3420-4	53	69
EF20C0038722	53	22	MS35489-46	10	15
	BULK	2		BULK	7
EM4A080	53	87	MS35645-1	11	6
EM4D147	53	88	NL6448BC20-21C	6	23
EM4E393	53	86	P35900661	11	40
EM4H710	16	16	P4055-5001-1	26	37
FA1493FFF3000	1	31	PC113A1	10	32
FF-W-92 TYPE A CLE					
GRI	16	6	PC150A1	9	5
FSCMN-01	12	3	PC163A1	9	7
GH60-04G-B-LF	33	8	PLT4S-M30	2	11
HAB-80-S	2	13		10	21
J515CH29X0386H	12	2	PR11-42-15.0A-XX-V	19	14
JSKG11	10	7	PR11-62-15.0A-XX-V	19	13
KW40-924C1-1	17	20	Q06557A-10	8	14
M24243/6-A402H	1	6	Q269HB-5-4	13	8
	55	30	R15S	13	7
M45913/3-8CS6N	16	10	RA 007	BULK	25
M45938-1-4C	6	27	RS6220	11	36

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
SAE J1231 8-12 430160B	10	44		54	10
SAE J1508 CTB-16	26	19	TAG3T3-100B	53	14
	26	33	TAG3T3-100B	1	41
SAE J1508 CTB-27	10	42	TAG7T1-100B	53	27
SAE J1508 D11	55	22	TAG9T3-100B	15	14
SAE J1508 D9	55	27		17	34
SAE J514 5-6 070120C	12	6		21	21
SAE1508F56	8	6	TFT-250-16	53	3
SAEJ123123431460B	10	34		BULK	20
SAEJ1508CTB -13	13	9	W12S	21	22
SAEJ1508CTB-17	26	17	W2P	23	12
SAEJ1508CTB-29	55	3		24	48
SAEJ1508CTB-30	8	15		53	47
SAEJ1508CTB-35	10	28	W2S	21	10
SAEJ1508CTB-42	10	23		23	16
SAEJ1508CTB-55	8	3		24	7
SAEJ1508F72	11	18		53	29
SAEJ5144070221C	12	9	W3G300-ER38-47	10	48
SAEJ5144140109C	13	12	W3S	18	13
SAEJ5144-4070202 C	13	15		53	23
SAEJ5144-4140137 C	13	14	W4S	17	17
SAEJ5144-6070220 C	12	7		19	21
SAEJ5145070118C	11	8		53	49
SAEJ5145070601B	11	46	W8S	53	53
SAEJ5145070801B	11	5	WP-4S	21	9
SAEJ5145-4070102 C	11	42	XV502P-4-04	11	43
SAEJ5145-4070202 C	11	47	6202	10	20
	13	11	9291	34	1
SAEJ5145-4070302 C	11	44	24221	BULK	26
SAEJ5145-6070220 C	12	1	25960	19	30
SAEJ5146-4080102 C	12	11	25970	19	31
SAEJ5302-130138B	10	35	35111	54	8
SAEJ58A574C3B08CY22	24	49	35112	54	9
SOS-85.1-12	7	3	35277	15	5
SP2529VT	10	40	35678	15	12
ST-301-1/2 BLACK	33	9	36152	1	40
	BULK	31		53	60
ST-301-3/64 BLACK	1	43	36160	17	38
TAG22T2-100B	17	30	36808	15	15
TAG26T6-100B	19	36		17	32
	21	15	44832	2	9
TAG2T5-100B	4	43		4	1
	11	12		10	10
	15	7		11	27
	17	14		19	8
	18	9	56541	BULK	27
	19	22	60225	6	16
	33	5	68035	BULK	28
	53	13	76759	BULK	1

PART NUMBER	FIG.	ITEM
81683	18	5
85295	17	4
	21	2
89418	19	23
	BULK	3
114017	18	11
	21	7
	53	51
114018	54	16
130207	4	44
	11	10
	19	41
160140	33	4
1788880	53	32
3058529	BULK	8
10502560	48	4
11674728	2	17
12010300	53	34
12015899	53	42
12065287	53	66
12077411	53	36
12089188	53	30
12089290	53	67
12124076	53	74
12129381	54	13
12162193	53	75
12191818	53	59
12422624	53	45
15324982	53	31
15326808	53	58
15336703	54	14
15366021	53	57
42190109	BULK	9
42300134	BULK	15
2915011007	4	32
490111110710	26	30
58001904800300	BULK	10
0130-8255-010L	10	8
0149-2769	12	10
0200-3218-02	23	1
0200-3219-02	24	1
0201-3649-02	23	18
0201-3650-02	23	24
0211-0427	24	43
0211-0435	23	6
0234-0895	24	8
0323-2538	23	15
	24	5
04-10-0016	BULK	14

PART NUMBER	FIG.	ITEM
04-20008-1	1	23
04-20008-2	1	24
04-20008-3	1	25
04-20011	53	1
04-20033	10	29
04-20034	10	27
04-20053	12	8
04-20091	40	4
04-20158-1	25	1
04-20158-2	25	2
04-20162	26	27
04-20166	26	26
04-20171	38	1
04-20173	17	43
04-20174	17	42
04-20181	6	19
04-20202	11	19
04-20203	11	22
04-20209	3	1
04-20219	38	4
04-20232	18	3
04-20234	16	4
04-20246	19	7
04-20248	19	12
04-20254	21	17
04-20255	19	18
04-20256	17	11
04-20258	21	12
04-20260	15	9
04-20261	15	4
04-20262	17	27
04-20263	17	25
04-20264	17	22
04-20265	19	38
04-20266	17	31
04-20282	4	28
04-20285	4	51
04-20292	20	2
04-20293	20	5
04-20313	5	12
04-20332	4	50
04-20333	4	62
04-20334	4	45
04-20335	16	15
04-20338	16	7
04-20340	4	70
04-20344	22	14
04-20355	11	38
04-20363	17	10

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
04-20364	4	53	04-20684	11	33
04-20369	4	54	04-20696	15	11
04-20378	11	1	04-20711	21	25
04-20385	6	15	04-20712	19	42
04-20399	5	9	04-20721	9	6
04-20400	4	49	04-20722	8	10
04-20406	12	18	04-20727	10	24
04-20407	14	4	04-20732	19	10
04-20411	6	29	04-20738	8	5
04-20412	6	32	04-20739	8	2
04-20414	5	4	04-20740	11	32
	6	1	04-20741	11	2
04-20421	6	6	04-20744	11	26
04-20422	6	3	04-20745	10	25
04-20424	5	6	04-20747	4	14
	7	1	04-20748	4	15
04-20434	7	14	04-20749-2	22	11
04-20435	7	15	04-20750	8	1
04-20436	7	13	04-20751	8	16
04-20437	6	30	04-20753	4	2
04-20438	7	12	04-20759	16	1
04-20439	7	11	04-20767-13	13	17
04-20441	6	11	04-20767-2	13	18
04-20442	5	3	04-20767-20	11	17
04-20443	1	45	04-20767-26	11	21
04-20444	3	7	04-20767-31	11	41
04-20453	18	6	04-20767-32	11	45
04-20454-1	14	2	04-20769-1	23	44
04-20454-2	14	3		24	51
04-20499	1	46	04-20770	11	39
04-20500	4	75	04-20771	33	11
04-20534	12	20	04-20832	10	4
04-20535	11	48	04-20833	10	9
04-20536	11	49	04-20849	2	3
04-20585	2	7	04-20852-1	55	28
04-20613	12	17	04-20857	32	3
04-20614	11	28	04-20858	32	4
04-20618	12	19	04-20859	32	1
04-20622	12	15	04-20872-1	4	31
04-20630	4	36	04-20880	5	14
04-20635	10	26	04-20883	4	74
04-20645	2	16	04-20884	13	13
04-20649	4	59	04-20902-1	17	1
04-20650	7	8	04-20902-2	21	5
04-20651	4	61	04-20902-5	17	41
04-20673-1	2	5	04-20908	4	78
04-20674-1	2	8	04-20940	4	5
04-20674-2	2	4	04-20944	4	18
04-20675-1	2	12	04-20969	6	26
04-20675-2	2	14	04-20977	4	20

PART NUMBER	FIG.	ITEM
04-20978	4	7
04-20979	4	8
04-20998	9	3
04-21011-2	1	19
04-21016	1	30
04-21017-1	1	36
04-21022-3	1	17
04-21022-4	1	18
04-21023-3	1	13
04-21023-4	1	14
04-21024-3	1	15
04-21024-4	1	16
04-21025	1	27
04-21026	1	5
04-21030-1	10	5
04-21031-1	10	13
04-21031-4	4	60
04-21031-5	5	11
04-21039	4	67
04-21043	11	4
04-21045	4	68
04-21046	4	69
04-21051	54	1
04-21058	6	21
04-21070-1	10	16
04-21070-2	10	14
04-21070-5	10	38
04-21072	4	37
04-21073	4	23
04-21074	4	26
04-21075	4	27
04-21076	4	24
04-21077-3	1	11
04-21077-4	1	12
04-21078-3	1	9
04-21078-4	1	10
04-21081	4	57
04-21102	4	46
04-21103	16	9
04-21104	4	56
04-21106	1	29
04-21107	2	1
04-21123	55	1
04-21129	55	19
04-21140	1	3
04-21141	1	4
04-21152	17	3
04-21153-1	11	9
04-21153-2	11	14
04-21153-4	4	40

PART NUMBER	FIG.	ITEM
04-21153-13	11	50
04-21159	4	38
04-21162	4	35
04-21179	4	77
04-21204	6	28
04-21208-1	55	4
04-21208-3	55	12
04-21208-4	55	6
04-21208-7	55	11
04-21223-2	10	22
04-21228	1	37
04-21230	1	26
04-21236	1	8
04-21237	1	20
04-21240	1	21
04-21242	6	20
04-21261	4	3
04-21279	4	73
04-21282-1	4	76
04-21286	10	12
04-21287	10	2
04-21292	14	8
04-21293	36	1
04-21295	26	35
04-21299	26	36
04-21305	10	11
04-21318-1	19	3
04-21318-2	4	34
	12	13
04-21322	4	48
04-21344	38	3
04-21352	11	20
04-21402	7	4
04-21420	7	2
04-21422	7	6
04-21425	33	3
04-21433	1	33
04-21473	4	19
04-21475-1	1	35
04-21485	13	5
04-21503	55	31
04-21504	13	3
04-21510-3	26	20
04-21529-2	26	31
04-21547-5	55	24
04-21551-3	55	14
04-21569	5	5
04-21599	10	46
04-21606	22	16
04-21607	22	17

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
04-21614-1	17	35	119131-18320	36	6
04-21614-2	17	39	119593-59581	28	11
04-21625	6	18	119609-32040	48	18
04-21626	7	17	119625-11880	28	14
04-21674	19	28	119660-61901	29	66
04-21676	55	32	119802-01561	48	2
04-21682	10	30	119802-03110	43	5
04-21701	6	17	119802-03121	43	7
04-21704	19	33	119802-03130	43	4
04-21723	4	10	119802-03141	43	6
04-21724	4	11	119802-11260	44	4
04-21725	4	9	119802-11270	44	9
04-21726	55	8	119802-11280	44	3
04-21729	10	33	119802-11870	28	13
04-21731	25	3	119802-25071	51	2
04-21733	4	12	119802-25101	51	1
04-21741	26	32	119802-25901	29	48
04-21742	26	24	119802-35110	26	4
04-21748-1	4	58	119802-49113	31	16
04-21759	26	23	119802-49730	31	25
04-21766	4	63	119802-51090	29	41
04-21832-3	10	43	119802-51250	29	53
04-21836	26	21	119802-51560	29	8
0460-202-16141	23	11	119802-51590	29	19
	24	6	119802-51600	29	20
	53	46	119802-51680	29	22
04-749-3	22	7	119802-51690	29	23
0503-2726	BULK	11	119802-59550	28	5
0526-0015	24	26	119802-59560	28	7
0526-0390	23	21	119803-01500	48	8
	24	38	119803-21200	47	2
0528-001-5005	53	18	119803-25050	51	4
070506BE	10	17	119807-11770	43	9
070588AE	10	19		48	17
0800-0003	24	27	119807-61420	29	69
0800-0050	23	19	119934-01800	48	9
	24	14	119934-59910	29	47
080061BE	10	18	120130-11860	42	9
0815-0259	24	37	121023-01551	48	11
0850-0040	24	13	121400-11340	42	3
0850-0050	23	20	121450-42450	31	12
085094-12	18	4	121550-23200	46	9
1011-347-0605	53	71	121850-42410	31	7
1011-348-0805	53	52	121850-51960	48	19
105010-39140	41	20	1231/72	19	27
10-6 F3MX-S	55	7	123900-13630	36	4
1062-20-0122	53	17	124060-01050	45	8
11.131.457	33	1	124060-77680	28	10
11.203.849	32	2	124160-01751	26	34
119005-35100	26	15	124160-01910	45	6

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
124160-11360	43	3	129009-51390	29	3
124160-39140	41	16	129033-77500	40	5
124240-01871	48	6	129044-18010	41	1
124395-49840	31	1	129044-39610	41	11
124460-11340	42	8	129044-59010	13	16
124465-44950	31	11	129100-01580	39	1
124722-59050	28	6		47	3
	31	23	129100-01640	39	2
12485434-074	31	21	129100-01730	37	1
12485651-125	53	73	129100-11130	42	13
125HB-3-4	55	21	129100-23910	46	7
125HBL-4-2	10	41	129100-42051	31	17
125HBL-6-4	26	18	129100-42121	31	18
12850-21680	49	3	129100-77501	40	7
129001-01250	45	9	129100-77510	40	6
129001-02931	47	5	129103-49301	26	8
129001-12110	35	1	129129-14580	50	2
129002-01331	42	15	129135-35090	37	7
129004-03010	43	14	129139-13100	36	7
129004-11130	42	12	129139-39610	41	9
129004-11241	44	1	129150-01200	42	14
129004-11251	44	2	129150-02020	45	7
129004-11310	43	11	129150-02450	50	4
129004-11650	44	5	129150-02871	47	6
129004-42040	31	2	129150-02931	47	7
129004-49610	31	22	129150-02941	47	8
129004-49620	31	26	129150-03070	43	13
129004-49711	31	24	129150-11230	44	7
129004-49721	31	27	129150-11280	44	8
129004-59811	28	1	129150-11370	42	7
129004-59821	28	2	129150-11750	44	6
129004-59831	28	3	129150-11810	42	2
129005-21650	49	1	129150-13110	36	5
129005-59830	41	13	129150-14101	50	5
129006-12100	35	3	129150-14200	50	1
129006-35100	26	3	129150-14400	44	12
129006-39450	41	18	129150-23601	46	10
129006-44480	26	1	129150-23611	46	11
129006-49040	26	7	129150-25301	29	49
129007-22080	46	1	129150-32020	52	1
129007-22500	46	3	129150-35042	37	8
129007-22900	46	2	129150-35111	26	2
129007-22950	46	4	129150-49811	30	5
129008-21000	47	1	129150-59120	28	8
129009-01520	48	3	129150-59131	28	9
129009-03050	8	4	129150-77511	40	8
129009-11340	43	12	129155-51280	29	65
129009-11350	43	1	129155-61460	29	64
129009-11710	42	1	129175-01770	37	3
129009-12060	40	1	129202-22300	46	5

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
129255-61410	29	70	158557-51570	29	30
129350-49530	30	1	158563-51281	29	11
129403-18091	41	3	158563-51330	29	4
129403-42380	31	20	158563-61060	29	57
129417-33110	26	14	158600-51270	29	31
129417-35150	26	6	158601-51550	29	7
129418-18320	41	2	158601-51570	29	14
129418-32000	52	2	158601-51650	29	10
129457-49801	30	4	158601-51770	29	45
129486-01670	39	4	158601-51790	29	42
129486-42021	31	28	171008-03990	26	9
129486-42140	31	4	171051-01921	45	2
129486-59551	28	12	17KP739	54	12
129508-33010	26	12	187050F-03-1	2	20
129508-33050	26	13	202230A	9	1
129508-42001	31	6	20593C400	53	65
129508-49030	26	16	2083-12-12S	26	29
129535-18100	41	4	213P-8	10	45
129642-49180	26	10	215M-ONAN-01	13	6
129795-01780	39	3	218N1T02	53	55
129795-01950	48	5		54	7
129795-02412	45	4	218N1T14	53	61
129795-11120	42	4		54	3
129795-11180	42	5	22190-080002	41	12
129795-21661	49	2		48	7
129795-49551	30	3	22190-100002	41	17
129916-49740	31	10	22190-120002	29	12
129950-59311	13	10		29	60
1320E6382-10	22	1	22190-180002	29	15
	22	1		29	43
13230E6382-8	22	8	22190-220002	26	22
158552-51151	29	52	22217-140000	29	51
158552-51571	29	5	22252-000260	46	6
158552-51580	29	38	222E3T02	2	10
158552-51600	29	28	22310-200	3	4
158552-51670	29	13	22312-050140	29	29
158552-51781	29	44	22320-200	3	2
158552-52150	29	34	22330-200	3	3
158552-52310	29	36	22351-030010	49	4
158552-52400	29	32	22351-050010	29	40
158552-52500	29	35	22351-060012	42	11
158552-61441	29	68	22512-070140	47	4
158553-51551	29	16		50	3
158553-51630	29	26	22857-500100	43	8
158553-51640	29	17	228N3T14	2	18
158553-51660	29	18	23000-022000	41	10
158553-51670	29	25	23000-041000	40	2
158553-51680	29	27	23000-060000	40	9
158553-51770	29	33	23080-015000	26	11
158553-61050	29	62	23414-080000	31	13

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
	41	19		48	1
2362HX	53	82	26366-060002	41	15
23857-030000	41	14	26450-060252	52	3
23876-010000	31	15	26450-080452	29	2
23887-120002	29	46	26756-060002	29	63
	29	59	26776-140002	29	50
240-2128-ND	19	32	27241-120000	45	5
24311-000070	29	39	27241-300000	45	3
24311-000120	43	2	27241-400000	42	10
24311-000320	43	10	27310-080001	42	6
	48	16	28137-3	22	12
24316-000160	41	6	29552-3	22	4
24341-000240	48	10	2ER654	17	18
24341-000360	29	58		18	12
24356-010180	29	9		19	10
24356-010200	29	6		21	23
	29	21		53	24
24372-000150	29	24	2HB188	53	72
25-1942-45-00-00	55	25	30-10-0003	BULK	12
26106-060102	29	37	304-0807	23	25
	29	67		24	17
26106-060142	29	56	31S-283-0U	3	5
26106-060162	41	7	32004-A2	54	11
	48	12	32004-B2	54	17
26106-060202	29	61	32004-TP2	54	15
26106-080122	31	14	32006-A22	53	33
	41	8	32006-B22	53	37
26106-080142	50	6	32006-C22	53	41
26106-080162	29	54	32006-D22	53	38
	31	3	32006-TP2	53	35
	37	5	3271-10-105	54	4
26106-080202	26	5		BULK	37
	29	55	3271-12-65	4	42
	35	2		11	11
26106-080222	30	2		11	15
26106-080252	37	2		19	40
	44	11		BULK	32
26106-080302	48	13	3271-16-26	17	37
26106-080352	37	6		17	40
	39	5		18	8
26106-080402	51	3		19	35
26106-080452	31	5		19	44
	37	4		21	14
26106-080502	44	10		21	20
26106-080552	48	14		21	26
26106-080602	31	19		33	6
	40	3		53	19
26106-080802	35	4		BULK	33
26106-080852	48	15	3271-20-10	17	15
26306-080002	41	5		53	20

PART NUMBER	FIG.	ITEM	PART NUMBER	FIG.	ITEM
	BULK	34		BULK	19
3271-6-133	15	13	55X	9	2
	17	29	5D24-0698	31	8
	17	33	60-30-0012	BULK	38
	BULK	35	60-30-0025	55	34
3271-8-133	15	6	639101-76030	26	28
	15	10	69-570-2	4	29
	17	24	6HB683	53	16
	17	26	72-2236	16	14
	BULK	36	729006-01560	45	1
354-310102-00-5869	4	52	729083-51310	29	1
36152	21	13	729246-92940	45	10
39101-75030	4	71	729402-23100	46	8
39101-76030	1	47	729604-53200	28	4
	3	8	747-55	BULK	21
	4	4	7HA302	21	24
	10	3	8073-167/MDL. NO. D51R	2	6
	14	5	813-0100	23	33
	16	2		24	23
	20	3	815-0181	23	3
39101-96030	11	3		24	40
3918198S	8	13	815-0774	23	9
40-10-0005	BULK	13		24	46
40-10-0017	55	23	828905-1	53	62
40-21124	26	38	8-325-82	4	39
40CNFHS	4	64	8-325-88	4	17
44555K138	10	39		5	13
5000G	27	1	84-13091	13	4
503-0183	23	17	85-12	BULK	29
50-40-0018	55	13	853-0008	23	32
50-60-0028	55	26		24	24
50-60-0045	55	20	853-0013	23	8
508-0055	24	3		24	45
509-0094	23	5	862-0003	23	43
509-0099	24	42	870-0131	23	27
510-0102	24	20		24	19
510-0112	23	28	88-20075	1	7
526-0008	23	26	88-20110	1	34
	24	18	88-20218	4	30
52942-1	19	39	88-20225	23	22
55768-1	17	12		24	12
55936-2	17	36	88-20226	24	16
	21	18	88-20227	24	15
55PP02872757640064	17	13	88-20229	24	36
	21	19	88-20230	23	4
	53	15		24	41
	54	5	88-20275-1	53	26

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88-20275-2	53	39
88-20275-3	18	7
	19	43
	33	7
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88-20541-1	BULK	16
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	BULK	17
88-20541-11	53	43
	BULK	18
88-20568-3	16	5
88-21146	4	47
88-22202	2	21
88-22336-1	16	12
8HA889	21	27
90278A331	4	22
	5	16
91355K54	55	5
9176K155	1	32
92461A500	22	5
929939-1	53	63
93-193	13	1
95395A250	16	11
963040-3	53	64
97-3106A-10SL-4S (624)	53	68
97-50-170-11	4	65
9804A241	31	9
98-19694	1	22
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END OF WORK PACKAGE

CHAPTER 7

SUPPORTING INFORMATION

FOR

AMMPS 10KW GENERATOR SET

CHAPTER 7
SUPPORTING INFORMATION

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FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
REFERENCES

SCOPE

This WP lists all the field manuals, forms, technical manuals, and miscellaneous publications referenced in this TM.

FIELD MANUALS

FM 4-25.11	First Aid
FM 5-424	Theater of Operations Electrical Systems

FORMS

AFI 21-101	Aircraft and Equipment Maintenance Management
AFI 33-201	Air Force Instruction, Communications Security
AFR 900-4	Product Quality Deficiency Report (PQDR)
Air Force Technical Order (AFTO) Form 22	Technical Manual (TM) Change Recommendation and Reply
AR 25-30	The Army Publishing Program
AR 700-138	Army Logistics Readiness and Sustainability
CTA 8-10	Army Medical Department Expendable/Durable Items
CTA 50-909	Field and Garrison Furnishings and Equipment
CTA 50-970	Expendable/Durable Items (Except Medical, Class V, Repair Parts, and Heraldic Items)
DA Form 2028	Recommended Changes to Publications and Blank Forms
DA Form 2258	Depreservation Guide for Vehicles and Equipment
DA Form 2404	Equipment Inspection and Maintenance Worksheet
DA Form 5988E	Equipment Inspection and Maintenance Worksheet (electronic version)
DA PAM 738-751	Functional Users Manual for The Army Maintenance Management System – Aviation (TAMMS-A)
DA PAM 750-8	TAMMS Users Manual
MCO P4855.10	Product Quality Deficiency Report (PQDR)
SF 361	Transportation Discrepancy Report (TDR)
SF 368	Product Quality Deficiency Report (PQDR)

TECHNICAL MANUALS

NMWR 9-6115-750	National Maintenance Work Requirement (NMWR) for Generator Set, Skid Mounted 10 kW Advanced Medium Mobile Power Sources (AMMPS)
TM 1-1500-344-23	Aircraft Weapon Systems Cleaning and Corrosion Control
TM 4700-15/1	Tactical Equipment Records Procedures
TM 750-244-2	Procedures for Destruction of Electronics Materiel to Prevent Enemy Use (Electronics Command)
TM 9-6115-750-10	Operator's Manual For Generator Set, Skid Mounted 10 kW Advanced Medium Mobile Power Sources (AMMPS)
TM 9-6115-756-13&P	Operator and Field Maintenance Manual Including Repair Parts and Special Tools List For Generator Set, Trailer Mounted 10 kW Advanced Medium Mobile Power Sources (AMMPS)
TO 00-20	Series of Technical Orders

MISCELLANEOUS DOCUMENTS

A-A-52557A	Fuel Oil, Diesel; for Posts, Camps and Stations
A-A-52624A	Commercial Item Description: Antifreeze, Multi-engine Type
MIL-A-53009A	Military Specification, Additive, Antifreeze Extender, Liquid Cooling Systems
MIL-C-0010597F(ME)	Military Specification, Cleaning Compound with Conditioner for Engine Cooling Systems
MIL-DLT-83133G	Turbine Fuel, Aviation, Kerosene Type, JP-8 (NATO F-34), NATO F-35, and JP-8+100 (NATO F-37)
MIL-L-46152E	Military Specification, Lubricating Oil, Internal Combustion Engine, Administrative Service
MIL-PRF-2104H	Performance Specification, Lubrication Oil, Internal Combustion Engine, Combat/Tactical Service
MIL-PRF-21260E	Performance Specification, Lubrication Oil, Internal Combustion Engine, Preservative Break-in
MIL-PRF-22191F	Performance Specification, Barrier Materials, Transparent, Flexible, Heat-Sealable
MIL-PRF-46167D	Performance Specification, Lubrication Oil, Internal Combustion Engine, Arctic
MIL-STD-129	Military Marking Practices for Shipment and Storage
SAE-AMS-T-22085	Tapes, Pressure-Sensitive, Adhesive, Preservation and Sealing
TB-43-0211	Army Oil Analysis Program (AOAP) Guide for Leaders and Users
TB 750-651	Use of Antifreeze Solutions, Antifreeze Extender, Cleaning Compounds, and Test Kit in Engine Cooling Systems

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
MAINTENANCE ALLOCATION CHART (MAC) INTRODUCTION

INTRODUCTION

The Army Maintenance System MAC

This introduction provides a general explanation of all maintenance and repair functions authorized at the two maintenance levels under the Two-Level Maintenance System concept.

This MAC (immediately following the introduction) designates overall authority and responsibility for the performance of maintenance functions on the identified end item or component. The application of the maintenance functions to the end item or component shall be consistent with the capacities and capabilities of the designated maintenance levels, which are shown on the MAC in column (4) as:

Field – includes two subcolumns, Crew (C) and Maintainer (F).

Sustainment – includes two subcolumns, Below Depot (H) and Depot (D).

The maintenance to be performed at field and sustainment levels is described as follows:

1. Crew maintenance. The responsibility of a using organization to perform maintenance on its assigned equipment. It normally consists of inspecting, servicing, lubricating, adjusting, and replacing parts, minor assemblies, and subassemblies. The replace function for this level of maintenance is indicated by the letter "C" in the third position of the SMR code. A "C" appearing in the fourth position of the SMR code indicates complete repair is possible at the crew maintenance level.
2. Maintainer maintenance. Maintenance accomplished on a component, accessory, assembly, subassembly, plug-in unit, or other portion either on the system or after it is removed. The replace function for this level of maintenance is indicated by the letter "F" appearing in the third position of the SMR code. An "F" appearing in the fourth position of the SMR code indicates complete repair is possible at the field maintenance level. Items are returned to use after maintenance is performed at this level.
3. Below depot sustainment. Maintenance accomplished on a component, accessory, assembly, subassembly, plug-in unit, or other portion either on the system or after it is removed. The replace function for this level of maintenance is indicated by the letter "H" appearing in the third position of the SMR code. An "H" appearing in the fourth position of the SMR code indicates complete repair is possible at the below depot sustainment maintenance level. Items are returned to the supply system after maintenance is performed at this level.
4. Depot sustainment. Maintenance accomplished on a component, accessory, assembly, subassembly, plug-in unit, or other portion either on the system or after it is removed. The replace function for this level of maintenance is indicated by the letter "D" or "K" appearing in the third position of the SMR code. Depot sustainment maintenance can be performed by either depot personnel or contractor personnel. A "D" or "K" appearing in the fourth position of the SMR code indicates complete repair is possible at the depot sustainment maintenance level. Items are returned to the supply systems after maintenance is performed at this level.

The tools and test equipment requirements table (immediately following the MAC) list the tools and test equipment (both special tools and common tool sets) required for each maintenance function as referenced from the MAC.

The remarks table (immediately following the tools and test equipment requirements) contain supplemental instructions and explanatory notes for a particular maintenance function.

Maintenance Functions

Maintenance functions are limited to and defined as follows:

1. **Inspect.** To determine the serviceability of an item by comparing its physical, mechanical, and/or electrical characteristics with established standards through examination (e.g., by sight, sound, or feel). This includes scheduled inspection and gaugings and evaluation of cannon tubes.
2. **Test.** To verify serviceability by measuring the mechanical, pneumatic, hydraulic, or electrical characteristics of an item and comparing those characteristics with prescribed standards on a scheduled basis, i.e., load testing of lift devices and hydrostatic testing of pressure hoses.
3. **Service.** Operations required periodically to keep an item in proper operating condition, e.g., to clean (includes decontaminate, when required), to preserve, to drain, to paint, or to replenish fuel, lubricants, chemical fluids, or gases. This includes scheduled exercising and purging of recoil mechanisms. The following are examples of service functions:
 - a. **Unpack.** To remove from the packing box for service or when required for the performance of maintenance operations.
 - b. **Repack.** To return item to the packing box after service and other maintenance operations.
 - c. **Clean.** To rid the item of contamination.
 - d. **Touch up.** To spot paint scratched or blistered surfaces.
 - e. **Mark.** To restore obliterated identification.
4. **Adjust.** To maintain or regulate, within prescribed limits, by bringing into proper position or by setting the operating characteristics to specified parameters.
5. **Align.** To adjust specified variable elements of an item to bring about optimum or desired performance.
6. **Calibrate.** To determine and cause corrections to be made or to be adjusted on instruments of test, measuring, and diagnostic equipment used in precision measurement. Consists of comparisons of two instruments, one of which is a certified standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the instrument being compared.
7. **Remove/Install.** To remove and install the same item when required to perform service or other maintenance functions. Install may be the act of emplacing, seating, or fixing into position a spare, repair part, or module (component or assembly) in a manner to allow the proper functioning of an equipment or system.
8. **Paint (ammunition only).** To prepare and spray color coats of paint so that the ammunition can be identified and protected. The color indicating primary use is applied, preferably, to the entire exterior surface as the background color of the item. Other markings are to be repainted as original so as to retain proper ammunition identification.
9. **Replace.** To remove an unserviceable item and install a serviceable counterpart in its place. "Replace" is authorized by the MAC, and the assigned maintenance level is shown as the third position code of the Source, Maintenance, and Recoverability (SMR) code.
10. **Repair.** The application of maintenance services, including fault location/troubleshooting, removal/installation, disassembly/assembly procedures, and maintenance actions to identify troubles and restore serviceability to an item by correcting specific damage, fault, malfunction, or failure in a part, subassembly, module (component or assembly), end item, or system.

NOTE

The following definitions are applicable to the “repair” maintenance function:

Services. Inspect, test, service, adjust, align, calibrate, and/or replace.

Fault location/troubleshooting. The process of investigating and detecting the cause of equipment malfunction; the act of isolating a fault within a system or Unit Under Test (UUT).

Disassembly/assembly. The step-by-step breakdown (taking apart) of a spare/functional group coded item to the level of its least component that is assigned a SMR code for the level of maintenance under consideration (i.e., identified as maintenance significant).

Actions. Welding, grinding, riveting, straightening, facing, machining, and/or resurfacing.

11. Overhaul. That maintenance effort (service/action) prescribed to restore an item to a completely serviceable/operational condition as required by maintenance standards in appropriate technical publications. Overhaul is normally the highest degree of maintenance performed by the Army. Overhaul does not normally return an item to like-new condition.
12. Rebuild. Consists of those services/actions necessary for the restoration of unserviceable equipment to a like-new condition in accordance with original manufacturing standards. Rebuild is the highest degree of material maintenance applied to Army equipment. The rebuild operation includes the act of returning to zero those age measurements (e.g., hours/miles) considered in classifying Army equipment/components.

Explanation of Columns in the MAC

Column (1) Group Number. Column (1) lists Functional Group Code (FGC) numbers, the purpose of which is to identify maintenance-significant components, assemblies, subassemblies, and modules with the Next Higher Assembly (NHA).

Column (2) Component/Assembly. Column (2) contains the item names of components, assemblies, subassemblies, and modules for which maintenance is authorized.

Column (3) Maintenance Function. Column (3) lists the functions to be performed on the item listed in column (2). (For a detailed explanation of these functions, refer to “Maintenance Functions” outlined above.)

Column (4) Maintenance Level. Column (4) specifies each level of maintenance authorized to perform each function listed in column (3) by indicating work time required (expressed as man hours in whole hours or decimals) in the appropriate subcolumn. This work time figure represents the active time required to perform that maintenance function at the indicated level of maintenance. If the number or complexity of the tasks within the listed maintenance function varies at different maintenance levels, appropriate work time figures are to be shown for each level. The work time figure represents the average time required to restore an item (assembly, subassembly, component, module, end item, or system) to a serviceable condition under typical field operating conditions. This time includes preparation time (including any necessary disassembly/assembly time), troubleshooting/fault location time, and quality assurance time in addition to the time required to perform the specific tasks identified for the maintenance functions authorized in the MAC. The symbol designations for the various maintenance levels are as follows:

Field:

- C Crew maintenance
- F Maintainer maintenance

Sustainment:

- L Specialized Repair Activity (SRA)
- H Below depot maintenance
- D Depot maintenance

NOTE

The "L" maintenance level is not included in column (4) of the MAC. Functions to this level of maintenance are identified by work time figure in the "H" column of column (4), and an associated reference code is used in the REMARKS column (6). This code is keyed to the remarks, and the SRA complete repair application is explained there.

Column (5) Tools and Equipment Reference Code. Column (5) specifies, by code, those common tool sets (not individual tools), common Test, Measurement, and Diagnostic Equipment (TMDE), and special tools, special TMDE, and special support equipment required to perform the designated function. Codes are keyed to the entries in the tools and test equipment table.

Column (6) Remarks Code. When applicable, this column contains a letter code, in alphabetical order, which is keyed to the remarks table entries.

Explanation of Columns in the Tools and Test Equipment Requirements

Column (1) Tool or Test Equipment Reference Code. The tool or test equipment reference code correlates with a code used in column (5) of the MAC.

Column (2) Maintenance Level. The lowest level of maintenance authorized to use the tool or test equipment.

Column (3) Nomenclature. Name or identification of the tool or test equipment.

Column (4) National Stock Number (NSN). The NSN of the tool or test equipment.

Column (5) Tool Number. The manufacturer's part number.

Explanation of Columns in the Remarks

Column (1) Remarks Code. The code recorded in column (6) of the MAC.

Column (2) Remarks. This column lists information pertinent to the maintenance function being performed as indicated in the MAC.

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
MAC

Table 1. MAC for the AMMPS 10 kW Generator Set.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
00	GENERATOR SET	Inspect	0.6	0.3				A
		Service		0.1			41	A
		Repair		0.2			40	B
01	DC ELECTRICAL INSTALLATION	Inspect	0.1	0.2				A
		Remove/Install		1.1			41	
		Repair		0.3			7,10,11,24,41	C
		Test		0.1			41	D
0101	RELAY PANEL ASSEMBLY	Inspect	0.1					A
		Remove/Install		0.2			41	
		Repair		0.1			41	E
		Test		0.1			41	F
		Replace		0.2			41	
02	HOUSING INSTALLATION	Inspect	0.1					A
		Remove/Install		4.4			41	
		Repair		0.2			41,44	G
03	DIGITAL CONTROL SYSTEM (DCS) INSTALLATION	Inspect	0.1	0.1				A
		Remove/Install		0.3			41	
		Repair		0.3	0.5		41	H
		Test		0.2			8, 41	
		Replace		0.2			41	
0301	CONTROL PANEL ASSEMBLY	Inspect	0.1	0.1				
		Remove/Install		0.4			32,41	
		Repair		0.3	0.8		10,11,24,32,41	I
		Test		0.1			32,41	

Table 1. MAC for AMMPS 10 kW Generator Set — Continued.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
0302	DCS ENCLOSURE ASSEMBLY	Replace		0.1			32,41	
		Inspect		0.1				
		Remove/Install		0.4			32,41	
		Repair			1.0		10,11,24, 32,41	K
		Test			0.5		10,11,24,32,41	L
04	INTAKE AIR INSTALLATION	Replace		0.2			32,41	
		Inspect	0.1	0.1				A
		Service		0.2				A
		Remove/Install		1.0			41	
		Replace		0.3			41	
05	EXHAUST INSTALLATION	Inspect	0.1					A
		Remove/Install		0.9			41	
		Replace		0.3			41	
06	COOLING SYSTEM INSTALLATION	Inspect	0.1	0.3				
		Service		0.6			41	
		Remove/Install		4.7			41	
		Repair		0.5			41	N
		Test		0.2			33	
07	FUEL SYSTEM INSTALLATION	Replace		0.7			41	
		Inspect	0.1					A
		Service	0.7	1.2			13,18,41,42,50,52	A
		Remove/Install		1.8			13,18,41,42,50,52	
		Repair		0.3			13,18,41,42,50,52	O
0701	FUEL MANIFOLD ASSEMBLY	Inspect	0.1	0.2				A
		Remove/Install		4.5			13,41,45,46,50,52	
		Repair		0.7			13,41,45,46,50,52	
		Test		0.5			6,41	
		Replace		0.4			13,41,45,46,50,52	
0702	FUELFILTER/WATER SEPARATOR INSTALLATION	Inspect	0.1	0.1				A
		Service	0.1	0.4			48	A
		Remove/Install		2.1			41	

Table 1. MAC for AMMPS 10 kW Generator Set — Continued.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
08	OUTPUT BOX INSTALLATION	Repair		0.4			41	A
		Replace		2.1			41	
		Inspect	0.1	0.2				
0801	CONTACTOR	Remove/Install		1.0			41	
		Repair		0.4			41,44	
		Inspect		0.5				
		Remove/Install		3.7			41,51,52	
0802	OUTPUT TERMINAL BOARD	Repair		0.5			10,11,24,41,51,52	P
		Test		0.1			41	
		Replace		1.8			41,51,52	
		Inspect	0.1					
0803	VOLTAGE SELECTION SWITCH	Remove/Install		0.7			41,49,50,52	
		Repair		0.2			47,53,54,56	
		Inspect	0.1	0.1				
		Remove/Install		1.0			41,49,50,52	
0804	HOUR METER	Repair		0.2			41,49,50,52	Q
		Replace		0.5			41,49,50,52	
		Inspect	0.1					
		Remove/Install		0.5			41	
0805	CONVENIENCE RECEPTACLE	Repair		0.2			10,11,24,41	R
		Test		0.1			41	
		Replace		0.3			41	
		Inspect	0.1					
0806	TRANSFORMERS	Remove/Install		0.6			25,41,51,52	S
		Repair		0.2			10,11,24,25,41,51,52	
		Test	0.1	0.1			41	
		Replace		0.3			25,41,51,52	
0807	PRINTED CIRCUIT BOARD MODULE	Inspect		0.1				T
		Remove/Install		0.7			41,51,52	
		Repair		0.1			10,11,24,41,44,51,52	
		Test		0.1			41	
0807	PRINTED CIRCUIT BOARD MODULE	Replace		0.2			41,51,52	A
		Inspect		0.1				

Table 1. MAC for AMMPS 10 kW Generator Set — Continued.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
09	POWER PLANT INSTALLATION	Remove/Install		0.6			10,11,24,32,41,51,52	
		Repair		0.1			10,11,24,32,41,51,52	U
		Test		0.2			32,41	
		Replace		0.3			10,11,24,32,41,51,52	
		Inspect	0.1	0.1				A
0901	AC GENERATOR ASSEMBLY	Remove/Install		2.6			41,50,52	
		Repair		0.3			41,50,52	V
		Replace		4.0			41,50,52	
		Inspect	0.1	1.0				A
		Remove/Install		4.7			41,45,47,50,52	
0902	ENGINE ASSEMBLY	Repair		1.5	12.0		10,11,24,41,51,52	W
		Test		1.0			23, 41,51,52	
		Replace		2.0			41,51,52	
		Inspect	0.2	0.5				A
		Service	0.1	0.3			48	
090201	LUBRICATION SYSTEM	Remove/Install		4.0			41,45,47,49,50,52	
		Repair		1.5	4.0			
		Test		1.0			41	
		Adjust		1.0				
		Replace		2.5				
090202	ENGINE SPEED SENSOR	Overhaul			12.0			
		Inspect	0.1	0.2				A
		Service	0.1	1.2			41,48	A
		Remove/Install		0.7			27,41,48	
		Repair		0.4			27,41,48	X
090203	FUEL INJECTORS AND LINES	Replace		0.7			27,41,48	
		Inspect	0.1	0.1				
		Remove/Install		0.9			41	
		Replace		0.4			41	
		Adjust		0.1			41	
		Inspect		0.2				A
		Remove/Install		3.0			12,23,26,29,41,43,50	
		Repair		0.3			12,23,26,29,41,43,50	Y

Table 1. MAC for AMMPS 10 kW Generator Set — Continued.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
090204	FUEL INJECTION PUMP	Test		0.4			6,20,38,41	
		Replace		1.4			12,23,26,29,41,43,50	
		Inspect	0.1	0.1				A
		Remove/Install		8.4			2,5,6,18,19,21,23,41,49,52	
		Repair		0.3			2,5,6,18,19,21,23,41,49,52	Z
090205	THERMOSTAT	Test	0.1	0.1			2,5,6,18,19,21,23,41,49,52	
		Adjust		0.3			2,5,6,18,19,21,23,41,49,52	
		Replace		4.4			2,5,6,18,19,21,23,41,49,52	
		Inspect		0.7				
		Remove/Install		1.2			41,52	
090206	WATER PUMP	Repair		0.2			41,52	
		Test		0.5			39	
		Replace		0.5			41,52	
		Inspect	0.1	0.2				A
		Remove/Install		1.5			18,41,52	
090207	BATTER CHARGING ALTERNATOR AND BELT	Repair		0.1			18,41,52	AA
		Replace		1.3			18,41,52	
		Inspect	0.1	0.1				
		Service		0.2			41,50,52	A
		Remove/Install		0.8			41,50,52	
090208	STARTER	Adjust		0.2			47	
		Test		0.5			41,50,52	
		Replace		0.8			41,50,52	
		Inspect		0.1				A
		Remove/Install		0.7			41	
090209	GOVERNOR ACTUATOR	Repair		0.2			10,11,24,41	BB
		Test		0.2			41	
		Replace		0.5			41	
		Inspect		0.1				A
		Remove/Install		0.6			41,50	
090210	INTAKE MANIFOLD	Test		0.1			41	
		Replace		0.3			41,50	
		Inspect	0.1	0.1				A

Table 1. MAC for AMMPS 10 kW Generator Set — Continued.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
0902111	EXHAUST MANIFOLD	Remove/Install		1.8			3,18,28,29,41	A
		Replace		1.8			3,18,28,29,41	
		Inspect	0.1	0.1				
		Remove/Install		2.4			29,41,50	
090212	OIL PAN AND STRAINER	Replace		1.4			29,41,50	A
		Inspect	0.1	0.1				
		Remove/Install		4.5			41,50	
		Replace		0.7			41,50	
090213	FLYWHEEL	Inspect		0.4				
		Remove/Install		16			41,50	
		Replace		0.5			41,50	
		Inspect		0.1				
090214	CRANKCASE REAR BEARING CASE COVER	Remove/Install		17.5			41	CC
		Repair		0.5			41	
		Replace		1.0			41	
		Inspect		0.1				
090215	INTAKE AIR HEATER	Remove/Install		0.9			41	DD
		Repair		0.1			41	
		Test		0.1			41	
		Replace		0.2			41	
090216	TURBOCHARGER	Inspect	0.1	0.1				A
		Remove/Install		3.5			12,29,30,41,52	
		Repair		0.5			12,29,30,41,52	
		Test		0.3			4,16,19,31	
090217	CYLINDER HEAD	Replace		1.0			12,29,30,41,52	A
		Inspect		0.2				
		Remove/Install		5.7			41,50	
		Repair		0.5	4.0		41,50	
09021701	VALVE COVER	Test		1.6	1.0		1,37,41	FF
		Replace		5.7			41,50	
		Inspect	0.1	0.1				
		Remove/Install		2.0			18,29,41,52	
		Repair		0.2			18,29,41,52	
		Replace		0.7			18,29,41,52	

Table 1. MAC for AMMPS 10 kW Generator Set — Continued.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
09021702	ENGINE VALVES	Inspect		0.2	0.4			A
		Remove/Install			1.0		41	
		Adjust		5.4			41	
		Replace			1.0		41	
09021703	ROCKER ARMS AND PUSH RODS	Inspect			0.1			A
		Remove/Install			2.0		41,50	
		Repair			2.0		41,50	GG
		Adjust			1.0		41,50	
		Replace			2.0		41,50	
090218	SHORT BLOCK ASSEMBLY	Inspect						A
		Remove/Install			6.0		41,50	
		Repair		0.7	12.0		41,50	HH
		Replace			7.0		41,50	
09021801	CONNECTING RODS AND PISTONS	Inspect			0.2			A
		Remove/Install			8.0		41,50	
		Repair			9.0		41,50	II
		Test			0.5		41,50	
		Replace			8.0		41,50	
09021802	CRANKSHAFT AND CRANKSHAFT GEAR	Inspect			0.2			A
		Remove/Install			8.0		41,50	
		Repair			9.0		41,50	JJ
		Replace			8.0		41,50	
		Test			0.5		41,50	
09021803	GEAR CASE COVER	Inspect		0.1				A
		Remove/Install		2.5			41,50	
		Repair		0.5			41,50	KK
		Replace		2.5			41,50	
09021804	HARMONIC BALANCER	Inspect		0.1				A
		Remove/Install		0.6			23, 41,50	
		Replace		0.6			23, 41,50	
09021805	CAMSHAFT AND GEAR	Inspect			0.2			A
		Remove/Install			2.0		41,50	

Table 1. MAC for AMMPS 10 kW Generator Set — Continued.

(1) Group Number	(2) Component/Assembly	(3) Maintenance Function	(4) Maintenance Level				(5) Tools & Equip Ref Code	(6) Remarks Code
			Field		Sustainment			
			Crew	Maintainer	Below Depot	Depot		
			C	F	H	D		
09021806	IDLER GEAR	Repair			1.0		41,50	A
		Test			0.5		41,50	
		Adjust			0.5		41,50	
		Replace			2.0		41,50	
		Inspect			0.2			
09021807	OIL PUMP AND GEAR	Remove/Install			2.5		41,50	A
		Repair			1.0		41,50	
		Replace			2.5		41,50	
		Inspect			0.1			
		Remove/Install			2.0		41,50	
10	ENGINE (MAIN) WIRING HARNESS INSTALLATION	Test			0.5		35,41	A
		Replace			2.0		41,50	
		Inspect	0.1	0.1				
		Remove/Install		4.6		41	LL	
		Repair		0.5		10,11,24,41		
11	POWER WIRING HARNESS INSTALLATION	Test			0.2		41	A
		Replace			2.0		41	
		Inspect		0.1				
		Remove/Install		2.5		41	MM	
		Repair		0.5		10,11,24,41		
12	WINTERIZATION KIT INSTALLATION	Test			0.2		41	A
		Replace			2.1		41	
		Inspect	0.1	0.1				
		Remove/Install		1.0		14,41,42		
		Repair		0.5		14,41,42		
			0.3		6,41			
Replace		1.0		14,41,42				

Table 2. Tools and Test Equipment for AMMPS 10 kW Generator Set.

TOOL OR TEST EQUIPMENT REF CODE	MAINTENANCE LEVEL	NOMENCLATURE	NSN	TOOL NUMBER
1	F	Adapter, Compression Test		YAN10ENGCOMAD
2	F	Adapter, Fuel Injection Pump Plunger		158090-51831
3	F	Adapter, Socket Wrench Drive, 1/4" Male-3/8" Female		KTC S0657
4	F	Air-Hydraulic Pump		KTC S0719
5	F	Band, Retaining	5340015400592	23000-013000
6	F	Bank, Load	G76852	
7	F	Beaker, Laboratory	6640009575578	1080-500
8	O,F	Cable, Auxiliary With NATO Plug	6520014993317	4202042
9	F	Cable, Local Control		04-21226
10	F	Cable, Remote Control		04-21227
11	F	Crimping, Tool, Terminal		KTC S0159
12	F	Crimping, Tool, Terminal, Hand	5120013748936	J-38852
13	F	Crowfoot Attachment Set, Socket Wrench, Flare Nut, Metric		KTC S0170
14	F	Crowfoot Attachment Set, Socket Wrench, Flare Nut, Standard		KTC S0161

Table 2. Tools and Test Equipment for AMMPS 10 kW Generator Set — Continued.

TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE
15	F	Drill Set, Twist		KTC S0194
16	F	Drill-Driver, Battery Operated, Rechargeable, AN 18 Volt, 2 Amp-Hour Battery-Operated, 1/2" Drill		KTC S0188
17	F	Extension, Dial Indicator		303613
18	F	Forward Repair System	4940015331621	SC 4940-95-E42
19	F	Hammer, Hand, Soft Face, Dead Blow		KTC S0221
20	F	Indicator, Dial	5210004029619	J7872
21	F	Kit, Nozzle	4730015619098	DT-6022
22	F	Metal Marking Pencil	7510015696365	21628
23	F	Oiler, Hand		50-573
24	F	Puller Set, Mechanical		KTC S0269
25	F	Remover, Electrical Contact	5120011584707	114010
26	F	Screwdriver, Torx, T20, 3" Long		KTC S0342
27	F	Slide Hammer Puller		KTC S6357
28	F	Socket, Socket Wrench, 1/2" Dr, 6Pt, Regular, 32mm		KTC S0610
29	F	Socket, Socket Wrench, 1/4" Dr, 6Pt, Regular, 12mm		KTC S0463
30	F	Socket, Socket Wrench, 3/8" Dr, 6Pt, Regular, 12mm		KTC S0518
31	F	Socket, Socket Wrench, 3/8" Dr, 6Pt, Regular, 14mm		KTC S0520
32	F	Stethoscope	6515015093952	6783017462
33	F	Strap, Wrist, Electrostatic Discharge	5920014913509	4720

Table 2. Tools and Test Equipment for AMMPS 10 kW Generator Set — Continued.

TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE
34	F	Test Kit, Radiator Pressure		KTC S0698
35	F	Test Set, Electronic Systems	6625014938968	13580880
36	F	Test Set, Oil Systems Pressure		3289
37	F	Tester, Antifreeze Solution		KTC S0699
38	F	Tester, Cylinder Compression	4910015624340	MT33C
39	F	Tester, Diesel Fuel Injector Nozzle	4910009106666	DT1300
40	F	Thermometer, Self-Indicating	6685002422184	ASTM 10F
41	F	Tool Kit, Blind, Fastener, Installation		KTC S0700
42	F,H	Tool Kit, General Mechanic's (GMTK)	5180015487634	SC 5180-95-B48
43	F	Tool Set, SATS, Base	4910014906453	SC 4910-95-A81
44	F	Tool, Fuel Injector Removal		129470-92305
45	F	Tool, Rivet Nut		01METRIC
46	F	Torque Tube, 5-75 FT-LB		64-154
47	F	Torque Wrench Head End, 1/4" X 3/8" Drive, 5/8"		64-309
48	F	Torque Wrench Head End, 1/4" X 3/8" Drive, 9/16"		64-308
49	F	Wrench, Oil Filter, Strap		KTC S0982
50	F	Wrench, Torque, Click, Ratcheting, 1/2" Drive, 250 FT-LB		KTC S0991
51	F	Wrench, Torque, Click, Ratcheting, 3/8" Drive, 75 FT-LB		KTC S0989
52	F	Wrench, Torque, Dial, 1/4" Drive, 30 IN-LB		KTC S0986

Table 2. Tools and Test Equipment for AMMPS 10 kW Generator Set — Continued.

TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE	TOOL OR TEST EQUIPMENT REF CODE
53	F	Wrench, Torque, Dial, 3/8" Drive, 300 IN-LB		KTC S0987

Table 3. Remarks for the AMMPS 10 kW Generator Set.

REMARKS CODE	REMARKS
A	Preventive Maintenance Checks and Services (PMCS)
B	Generator Set repair includes replacement of identification plates, lifting eyes, clinch nuts, and repair of Control Harness.
C	DC Electric Installation repair includes the replacement of batteries, battery cables, NATO slave receptacle, main DC circuit breaker, and DEAD CRANK SWITCH.
D	DC Electric Installation test includes testing of batteries, main DC circuit breaker, and DEAD CRANK SWITCH.
E	Relay Panel Assembly repair includes replacement of circuit breakers and relays.
F	Relay Panel Assembly test includes testing of circuit breakers and relays.
G	Housing Installation repair includes the replacement of access doors, panels, door latches, hinges, brackets, access covers, clinch nuts, and repair of electrical leads.
H	DCS Installation repair includes replacement of the control box assembly, control box gasket, DCS enclosure assembly, and DCS control panel assembly.
I	DCS Control Panel Assembly repair includes replacement of cable assemblies, switches, control panel, membrane assembly, gaskets, LCD display, panel heater, and circuit card assemblies.
J	DCS Control Panel Assembly test includes testing of switches and circuit card assemblies.
K	DCS Enclosure Assembly repair includes replacement of cable assemblies, gaskets, and circuit card assemblies.
L	DCS Enclosure Assembly test includes testing of circuit card assemblies.
M	Intake Air and Installation Inspect and service functions include the inspection and servicing of the service indicator, hose assemblies, and filter element.
N	Cooling System Installation repair includes the replacement of the radiator assembly, coolant tank assembly, and cooling fan.
O	Fuel System Installation repair function includes the replacement of the tank assembly and fuel system module.
P	Contactor repair includes the replacement and repair of electrical leads.
Q	Voltage Selection Switch repair includes the replacement and repair of the voltage selection switch, electrical leads, and harnesses.
R	Hour Meter repair includes the replacement and repair of the wiring harness.

Table 3. Remarks for the AMMPS 10 kW Generator Set — Continued.

REMARKS CODE	REMARKS
S	Convenience Receptacle Assembly repair includes replacement and repair of the cable assemblies.
T	Transformers repair includes replacement of clinch nuts.
U	Printed Circuit Board Module repair includes the replacement and repair of electrical leads and wiring harnesses.
V	Power Plant Installation repair includes the replacement of the engine assembly and AC generator assembly.
W	AC Generator Assembly repair includes the replacement and repair of the endbell assembly, stator assembly, rotor assembly, and exciter rotor assembly.
X	Lubrication System repair includes replacement and repair of the oil drain hose bulkhead assembly, hose assemblies, and oil cooler assembly.
Y	Fuel Injector repair includes the replacement of the fuel injectors, hose assemblies and fuel lines.
Z	Fuel Injection Pump repair includes the replacement and repair of the delivery setting assembly, timer set assembly, and fuel feed pump assembly.
AA	Water Pump repair includes the replacement of the fan pulley and hose assemblies.
BB	Starter repair includes the replacement and repair of the electrical lead.
CC	Crankcase Rear Bearing Cover repair includes the replacement of the oil seal.
DD	Intake Air Heater repair includes the replacement of the intake hose.
EE	Cylinder Head repair includes the replacement of plugs, spring pin, and head gasket.
FF	Valve Cover repair includes the replacement and repair of the valve cover assembly.
GG	Rocker Arms and Push Rods repair includes the replacement and repair of the rocker arm shaft assembly.
HH	Short Block Assembly repair includes the replacement of bushings and plugs.
II	Connecting Rods and Pistons repair includes the replacement and repair of the piston assembly and connecting rod assembly.
JJ	Crankshaft repair includes the replacement and repair of the crankshaft assembly, and bearing assemblies.
KK	Gear Case Cover repair includes replacement of the oil seal.
LL	Engine Wiring Harness repair includes the replacement and repair of connector assemblies.
MM	Power Wiring Harness repair includes the replacement and repair of connector assemblies.

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
EXPENDABLE AND DURABLE ITEMS LIST

INTRODUCTION

Scope

This work package lists expendable and durable items that you will need to operate and maintain the AMMPS 10 kW generator set. This list is for information only and is not authority to requisition the listed items. These items are authorized to you by CTA 50-970, Expendable/Durable Items (Except Medical Class V Repair Parts, and Heraldic Items), CTA 50-909, Field and Garrison Furnishings and Equipment, or CTA 8-100, Army Medical Department Expendable/Durable Items.

Explanation of Columns in the Expendable/Durable Items List

Column (1) Item No. This number is assigned to the entry in the list and is referenced in the narrative instructions to identify the item (e.g., Use brake fluid (WP 0098, Item 5)).

Column (2) Level. This column identifies the lowest level of maintenance that requires the listed item (C=Crew, F=Field/ASB, H=Below Depot).

Column (3) National Stock Number (NSN). This is the NSN assigned to the item which you can use to requisition it.

Column (4) Item Name, Description, Part Number/(CAGEC). This column provides the other information you need to identify the item. The last line below the description is the part number and the Commercial and Government Entity Code (CAGEC) (in parentheses).

Column (5) U/I. Unit of Issue (U/I) code shows the physical measure or count of an item, such as gallon, dozen, gross, etc.

Table 1. Expendable and Durable Items.

(1) ITEM NO.	(2) LEVEL	(3) NATIONAL STOCK NUMBER (NSN)	(4) ITEM NAME, DESCRIPTION, PART NUMBER/(CAGEC)	(5) U/I
1	F	6810-00-201-0906	Alcohol, denatured, 16 oz, 837015 (19203)	BT
2	C	6850-00-664-1403	Antifreeze, ethylene glycol, 1 gal, A-A-52624 (58536)	GL
3	F	8145-01-440-3417	Bag, barrier, 11509521 (18876)	EA
4	H	8950-01-407-9105	Baking soda, 01900 (90038)	EA
5	F	6530-01-460-1109	Bottle, spray, 16 oz B7548-60 (07TA6)	EA
6	F	7920-00-514-2417	Brush, acid swabbing, 803-12 (7S147)	GR
7	F	5120-01-371-9268	Brush, battery terminal, BTC3A (55719)	EA
8	C	7920-01-127-4376	Brush, wire, scratch, brass wire, 71966 (76169)	EA
9	C	5340-00-450-5718	Cap set, protective, dust and moisture seal, 10935405 (19207)	EA
10	H	6850-01-053-2540	Cleaning compound, engine cooling system, MACS SUPER FAST FLUSH 1500 (72527)	BT

Table 1. Expendable and Durable Items — Continued.

(1) ITEM NO.	(2) LEVEL	(3) NATIONAL STOCK NUMBER (NSN)	(4) ITEM NAME, DESCRIPTION, PART NUMBER/(CAGEC)	(5) U/I
11	F	6850-01-474-2317	Cleaning compound, solvent, BT05 (0K209)	CO
12	C	5350-00-221-0872	Cloth, abrasive, crocus, ANSI B74.18 (80204)	PG
13	C	7920-01-482-6042	Cloth, cleaning, electronics, 792000NIB0395, (1A920)	BX
14	F	8030-00-105-0270	Compound, antiseize, 1 lb can with brush top, NSBT-16N (5W425)	CN
15	F	8030-01-396-3362	Compound, sealing, 50 mL bottle, 68035 (05972)	BT
16	C	8030-01-508-9181	Compound, sealing, 5699 (05972)	TU
17	F	7930-00-068-1669	Detergent, general purpose P-D-1747 (81348)	BX
18	C	6810-00-107-1510	Distilled water, ACS, O-C-265 (81348)	DR
19	C	9140-00-286-5286	Fuel, diesel, DF-1, AA52557-1 (58536)	GL
20	C	9140-00-286-5294	Fuel, diesel, DF-2, AA52557-2 (58536)	GL
21	C	9150-01-179-1589	Grease, electrically conductive, BEMS 15030 (59364)	CA
22	C	9150-00-929-7946	Grease, general purpose, G-60/EPV (76736)	CA
23	F	6850-01-160-3868	Inhibitor, corrosion, liquid cooling system, MIL-A-53009 (81349)	QT
24	C	9150-01-518-9477	Lubricating oil, engine, 1 qt MIL-PRF-2104H OE/HDO-15/40, MIL-PRF-2104 (81349)	QT
25	C	9150-00-189-6727	Lubricating oil, engine, 1 qt MIL-PRF-2104H OE/HDO-10, 10W/QT/CN/2104 (13873)	QT
26	C	9150-00-402-2372	Lubricating oil, engine, arctic 5 gal -65°F (-54°C), MIL-PRF-46167 (81349)	CN
27	H	9150-00-111-3199	Lubricating oil, engine, preservation 5 gal, MIL-PRF-21260 (81349)	CN
28	H	7920-01-430-5028	Pad, scouring, 048011-04028 gray 6" X 9" (27293)	EA
29	H	4910-01-490-6453	Pan, drain, KTC S0255 (00NS2)	EA
30	H	9150-00-261-7899	Penetrating oil, VV-P-216 (81348)	PT
31	H	8030-00-082-2508	Primer, sealing compound, 74755 (05972)	BT
32	C	7920-00-205-3571	Rag, wiping, DDD-R-0030 (81348)	BX
33	F	8030-01-465-1390	Sealant, 56507 (05972)	EA
34	C	8520-01-133-8099	Soap, ivory, 7385T11 (39428)	EA
35	H	5975-00-074-2072	Strap, tie-down, electrical components, PLT2SC (06383)	HD
36	C	9905-00-537-8954	Tag, marker, 50 each bundle, 9905-00-537-8954 (64067)	BD
37	C	7510-00-117-5520	Tape, pressure sensitive, black conforming to SAE-AMS-T-22085, 481 2 INCHES BLK (52152)	RO
38	F		Wash, turbocharger, 974500-00400 (0AK42)	GL
39	C	8135-01-054-0738	Wire, tie, TIEWIRE16GA3-1/2LB (56319)	CL

END OF WORK PACKAGE

FIELD AND SUSTAINMENT MAINTENANCE
AMMPS 10KW GENERATOR SET
MAINTENANCE AND DEFERRED MAINTENANCE ITEMS LIST

GENERAL INFORMATION

This WP lists all maintenance items, as well as deferred maintenance items, displayed by the DCS and their corresponding maintenance prompt and interval. The interval displayed on the DCS refers to operating hours remaining until the corresponding maintenance prompt is due for maintenance. The interval in Table 1 represents the total time interval in operating hours for a maintenance item. When a maintenance prompt is deferred, a deferred maintenance item code appears within the operating hours interval given in Table 2. Maintenance items provide operator feedback in conjunction with fault and warning codes (WP 0006, Warning and Fault Codes).

Table 1. Maintenance Item Codes and Prompts.

CODE	INTERVAL (HR OR CALENDAR)	MAINTENANCE PROMPT
5001	50.0	[First change engine oil and filter]
5002	500.0 or 6 months	[Change engine oil and filter]
5003	500.0 or 6 months	[Change fuel filter/water separator]
5004	500.0 or 6 months	[Replace air filter]
5005	1500.0 or 1 year	[Drain coolant and flush system]
5006	500.0 or 6 months	[Inspect Aux Fuel Filter]
5007	1500.0 or 2 years	[Engine Valve check/adjust]
5008	1500.0	[Engine fuel injection nozzles check]
5009	500.0 or 6 months	[Inspect radiator cap for damage]
5010	750.0	[Replace drive belts]
5011	24.0	[Perform Daily Preventative Maintenance]
5014	1 year	[Inspect and Test Winterization Kit]
5015	500 or 6 months	[Check Voltage Selector Switch Operation]
5016	250 or 3 months	[Test and Reset GFI Receptacle]
5017	250 or 3 months	[Clean Radiator, Breather, Chrg Air/Fuel Coolers]

Table 2. Deferred Maintenance Item Codes and Prompts.

CODE	INTERVAL (HR)	MAINTENANCE PROMPT
6001	24.0	[First change engine oil and filter]
6002	48.0	[Change engine oil and filter]
6003	48.0	[Change fuel filter/water separator]
6004	48.0	[Replace air filter]
6005	72.0	[Drain coolant and flush system]
6006	48.0	[Inspect Aux Fuel Filter]
6007	72.0	[Engine Valve check/adjust]
6008	72.0	[Engine fuel injection nozzles check]
6009	48.0	[Inspect radiator cap for damage]
6010	72.0	[Replace drive belts]
6011	12.0	[Perform Daily Preventative Maintenance]
6014	72.0	[Inspect and Test Winterization Kit]
6015	48.0	[Check Voltage Selector Switch Operation]
6016	24.0	[Test and Reset GFI Receptacle]
6017	24.0	[Clean Radiator, Breather, Chrg Air/Fuel Coolers]

END OF WORK PACKAGE

GLOSSARY

SCOPE

This WP defines all of the terms used in the AMMPS 10 kW generator set TM.

TERM	DEFINITION
12 VDC electrical system	A system used to create and maintain 12 VDC to power the generator set. The system includes two 12-V batteries, a battery-charging alternator rotated by an engine driven V-belt, and the required wiring and support components.
AC electrical system	This is the system that supplies AC from the generator set to the Load. The power is generated by the AC generator and transferred to the Load via the output box.
AC CIRCUIT INTERRUPT switch	This switch controls the operation of the AC contactor, which allows the generator set to be connected or disconnected to the load or switch box.
Automatic Voltage Regulator (AVR)	Electrical regulator designed to automatically maintain a constant voltage level. Important component in synchronous generators, it controls the output voltage of the generator by controlling its excitation.
AMMPS	Newest generation of battlefield electric power supply.
Battery-charging alternator	A small, engine-mounted power generator that creates 12 VDC when rotated by an engine-driven belt.
Battery-charging alternator belt	The engine-driven belt that rotates the battery-charging alternator.
Battleshort	A condition in which some military equipment can be placed so it does not shut down when circumstances would be damaging to the equipment or personnel.
BATTLESHORT switch	This switch is placed in the ON position during situations when constant power is required without disruption; it allows the system to override faults/warnings that would normally shutdown the generator set. In normal operation, the BATTLESHORT switch will be in the OFF position to protect the generator set.
CAUTION	A notation in the manual that informs the reader that possible damage to the machine may occur if conditions listed are not met.
CARC	The CARC paint is used on the housing assembly for the generator set to protect it from the environment.
Convenience receptacle	A plug-in 110 V electrical outlet mounted at the rear of the generator set similar to the one used in a typical American home.
DCS	The DCS, which is located at the rear of the generator set, is a microprocessor-based control that allows the operator and maintainer to start/stop the generator set, operate the contactor, adjust voltage and frequency, clear/reset generator faults, and perform other necessary functions to provide power. Contains three components: control box, control board assembly, and front panel assembly.
DCS screen	LCD with a menu-driven display format to control generator set operations.
Engine control switch	This switch provides the local control for the generator set. The engine control switch has four positions: OFF, PRIME & RUN AUX FUEL, PRIME & RUN, and RUN.
Exhaust side	The side of the engine where the exhaust manifold is mounted.
External fuel system	The system that allows fuel to be pumped from a holding device not attached to the generator set into the generator set fuel tank.
Fault code	A message displayed on the DCS when a mechanical fault is detected. The code is displayed as a number followed by a short descriptive message.

TERM	DEFINITION
Flywheel end	The end of the engine where the flywheel is mounted.
Front	When used to describe a direction in relation to the generator set, the front is the end of the generator set opposite of the DCS.
Fuel pump, auxiliary	Fuel pump used to pump fuel from an external source to the internal fuel tank of the generator set.
Fuel pump, main	Fuel pump used to pump fuel from the internal fuel tank of the generator set to the engine.
Inspect	A method (usually visual) used to determine damage to a component.
Intake air heater	A 24-V electric heater mounted to the engine intake manifold used to heat incoming air to reduce start-up time in cold weather.
Intake air heater relay	The electrical switch that controls the operation of the intake air heater.
Intake side	The side of the engine where the intake manifold is mounted.
Internal fuel system	The system housed within the generator set to fuel the engine. This includes the fuel tank, main fuel pump, fuel/water separator, and the required lines, fittings, and other components.
Left side	The side of the machine that houses the intake air grille and a forward door. As the operator stands directly facing the DCS looking out, over the generator set, the side of the machine to his left is the left side.
Mode I	Mode I refers to the output of the generator set expressed in cycles per seconds (Hz). Mode I is a 50/60 Hz machine.
Mode II	Mode II refers to the output of the generator set expressed in cycles per seconds (Hz). Mode II is a 400 Hz machine.
NOTE	A notation in the manual that informs the reader helpful information that will assist in the completion of a maintenance task.
Ohm	The Ohm is a unit of electrical resistance. One V will cause a current of 1 Amp to flow through a resistance of 1 Ohm.
Phase	Phase refers to the windings of an AC generator.
Power Plant (PP)	This is two AMMPS generator sets hooked up in parallel with the use of a switch box.
Power Unit (PU)	This is a single AMMPS generator set.
Rear	The end of the machine where the DCS is mounted.
Remove	A maintenance task to remove a component from the generator set.
Repair	A maintenance task to restore a component to operational condition, usually by disassembly, parts replacement, and re-assembly of the component.
Replace	A maintenance task to remove a component from the generator set with no intent to re-install the same component. The original component is to be disposed of and replaced with new component.
Right Side	The side of the machine that houses the output box and a forward door. As the operator stands directly facing the DCS looking out, over the generator set, the side of the machine to his right is the right side.
Service	A maintenance task performed, usually on a scheduled basis, to restore or replenish items consumed during normal operation.
Soft key buttons	The soft button keys are located below the display panel on the DCS. The function of each button varies with the soft key function on the display panel.

TERM	DEFINITION
Test	A maintenance task to determine if a component is performing correctly or to specification.
Volt	A unit of electrical potential. A potential of 1 V will cause a current of 1 Amp to flow through a resistance of 1 Ohm.
Water pump end	The end of the engine where the water pump is mounted.
WARNING	A notation in the manual that informs the reader that possible personal injury or death may occur if conditions listed are not met.
Warning code	A message displayed on the DCS when a mechanical fault is detected that, if the cause is left untreated, will cause damage to the equipment. The code is displayed as a number followed by a short descriptive message.
Watt	A unit of electrical power. In DC circuits, wattage equals voltage multiplied by amperage. In AC circuits, wattage equals effective voltage multiplied by effective amperage multiplied by power factor multiplied by a constant dependent on the number of phases. 1,000 W are equal to 1 kW.
Winterization kit	The winterization kit, located on the inside of the right-side panel, is a fuel-fired coolant heater providing the ability to heat the coolant in extreme cold conditions.

END OF WORK PACKAGE

RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS For use of this form, see AR 25-30; the proponent agency is OAASA						Use Part II (reverse) for Repair Parts and Special Tool Lists (RPSTL) and Supply Catalogs/Supply Manuals (SC/SM).	DATE 06 01 09
TO (Forward to proponent of publication or form) (Include ZIP Code) Commander: US Army CECOM LCMC ATTN: AMSEL-LC-LEO-E-CM Fort Monmouth, NJ 07703-5006						FROM (Activity and location) (Include ZIP Code) Jane Q. Doe, SFC 1234 Any Street Anytown, AL 34565	
PART I – ALL PUBLICATIONS (EXCEPT RPSTL AND SC/SM) AND BLANK FORMS							
PUBLICATION/FORM NUMBER TM 11-1234-567-14						DATE 06 01 09	TITLE Operator, Field and Sustainment Support Maintenance Manual for Radio, AN/ABC-123
ITEM	PAGE	PARA-GRAPH	LINE	FIGURE NO.	TABLE	RECOMMENDED CHANGES AND REASON	
1	WP 0005 PG 3		2			Test or Corrective Action column should identify a different WP number.	
* Reference to line numbers within the paragraph or subparagraph.							
TYPED NAME, GRADE OR TITLE Jane Q. Doe, SPC					TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION 123-4567		SIGNATURE

TO (Forward direct to addressee listed in publication)				FROM (Activity and location) (Include ZIP Code)				DATE	
PART II – REPAIR PARTS AND SPECIAL TOOL LISTS AND SUPPLY CATALOGS/SUPPLY MANUALS									
PUBLICATION NUMBER TB 9-2590-528-13&P				DATE			TITLE INTERROGATION ARM ASSEMBLY (IAA)		
PAGE NO.	COLM NO.	LINE NO.	NATIONAL STOCK NUMBER	REFERENCE NO.	FIGURE NO.	ITEM NO.	TOTAL NO. OF MAJOR ITEMS SUPPORTED	RECOMMENDED ACTION	
PART III – REMARKS (Any general remarks, recommendations, or suggestions for improvement of publications and blank forms. Additional blank sheets may be used if more space is needed.)									
TYPED NAME, GRADE OR TITLE Jane Q. Doe, SPC				TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION 123-4567			SIGNATURE		

RECOMMENDED CHANGES TO PUBLICATIONS AND BLANK FORMS For use of this form, see AR 25-30; the proponent agency is OAASA						Use Part II (reverse) for Repair Parts and Special Tool Lists (RPSTL) and Supply Catalogs/Supply Manuals (SC/SM).	DATE
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ITEM	PAGE	PARA- GRAPH	LINE	FIGURE NO.	TABLE	RECOMMENDED CHANGES AND REASON	
<i>* Reference to line numbers within the paragraph or subparagraph.</i>							
TYPED NAME, GRADE OR TITLE				TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION		SIGNATURE	

TO (Forward direct to addressee listed in publication)				FROM (Activity and location) (Include ZIP Code)				DATE	
PART II – REPAIR PARTS AND SPECIAL TOOL LISTS AND SUPPLY CATALOGS/SUPPLY MANUALS									
PUBLICATION NUMBER				DATE		TITLE			
PAGE NO.	COLM NO.	LINE NO.	NATIONAL STOCK NUMBER	REFERENCE NO.	FIGURE NO.	ITEM NO.	TOTAL NO. OF MAJOR ITEMS SUPPORTED	RECOMMENDED ACTION	
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TYPED NAME, GRADE OR TITLE				TELEPHONE EXCHANGE/AUTOVON, PLUS EXTENSION		SIGNATURE		

By Order of the Secretary of the Army:

RAYMOND T. ODIERNO
General, United States Army
Chief of Staff

Official:



JOYCE E. MORROW
Administrative Assistant to the
Secretary of the Army
1127702

By Order of the Secretary of the Air Force:

NORTON A. SCHWARTZ
General, USAF
Chief of Staff, USAF

Official:

DONALD J. HOFFMAN
General, USAF
Commander, AFMC

By Order of the Marine Corps:

J.E. CAVE
Product Group Director, PG-15
Ground Transportation Engineer Systems
Marine Corps Systems Command

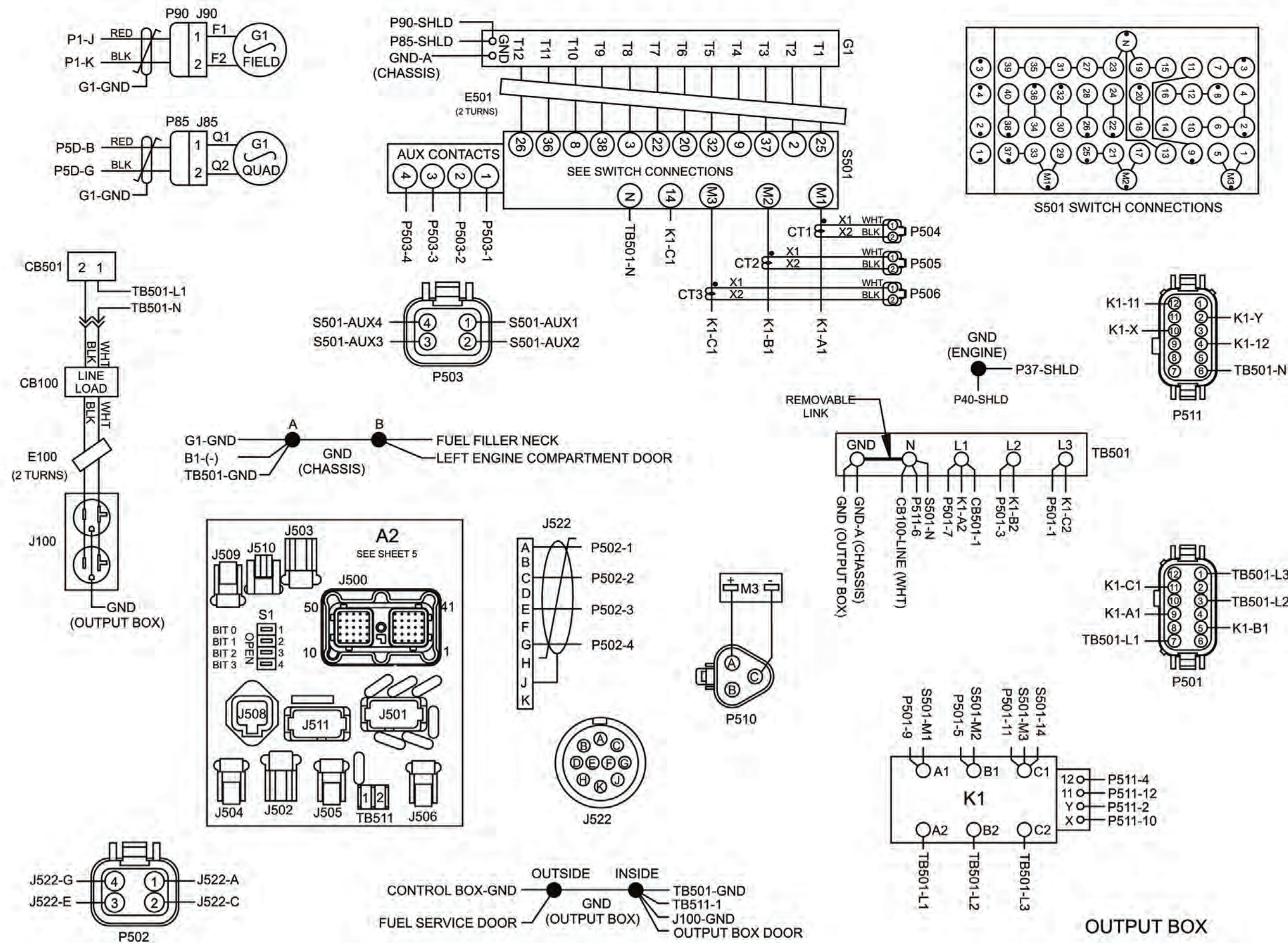
By Order of the Secretary of the Navy:

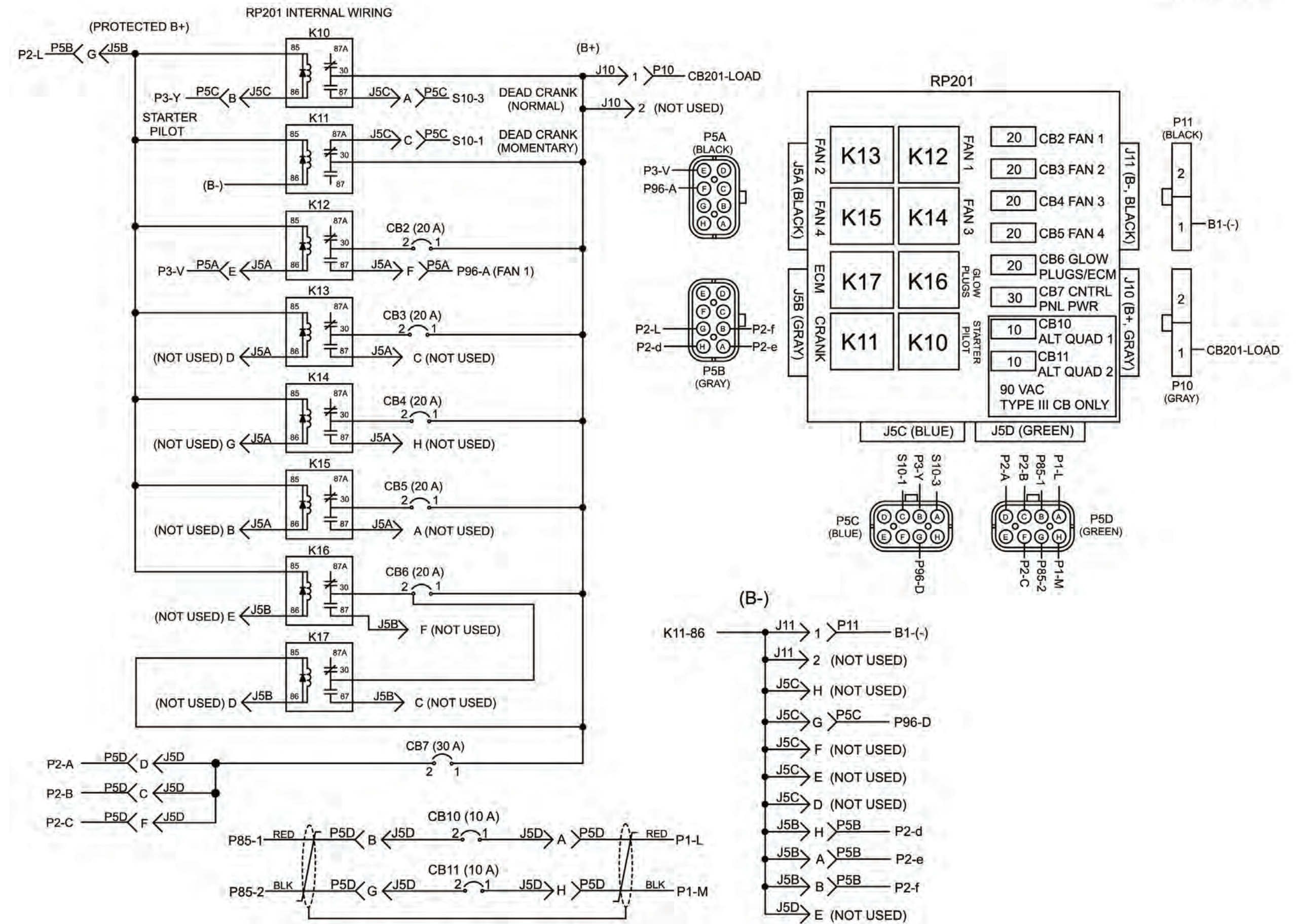
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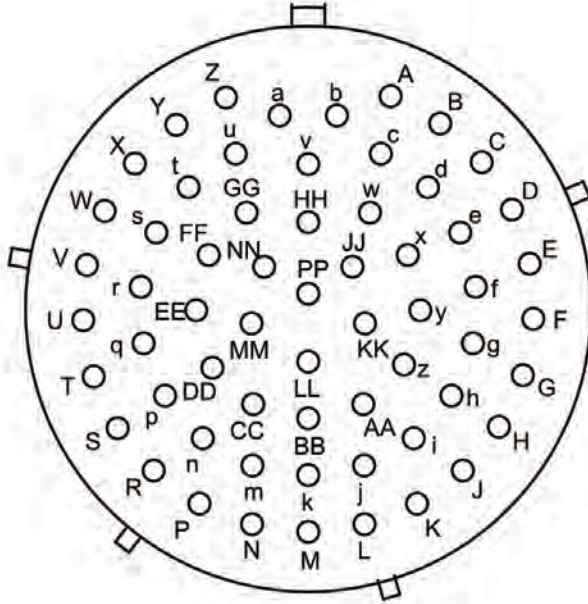
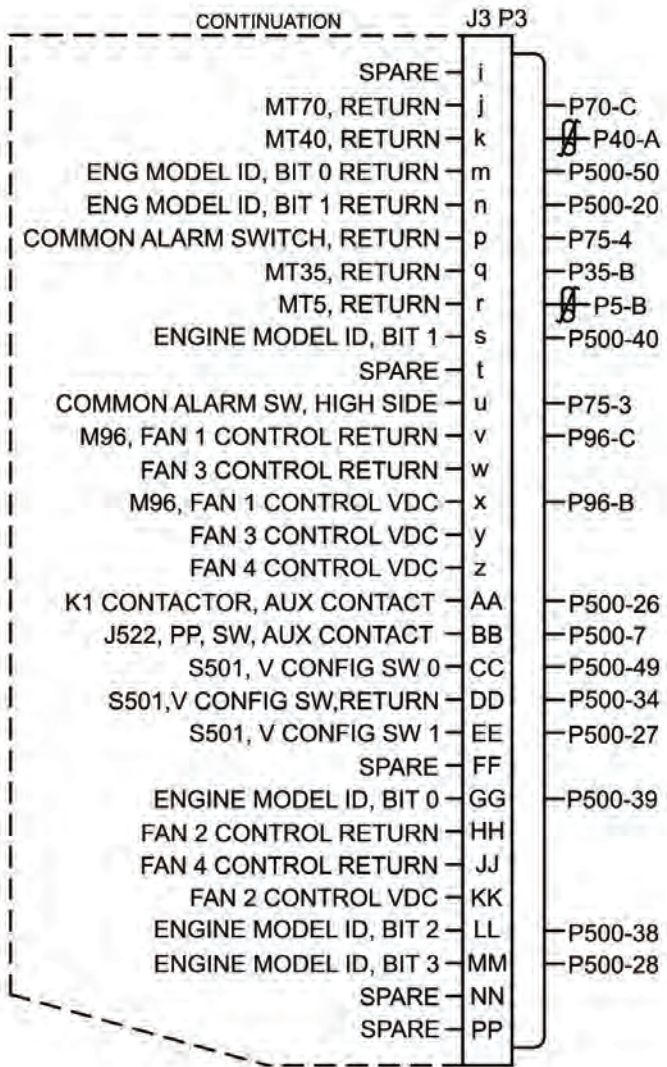
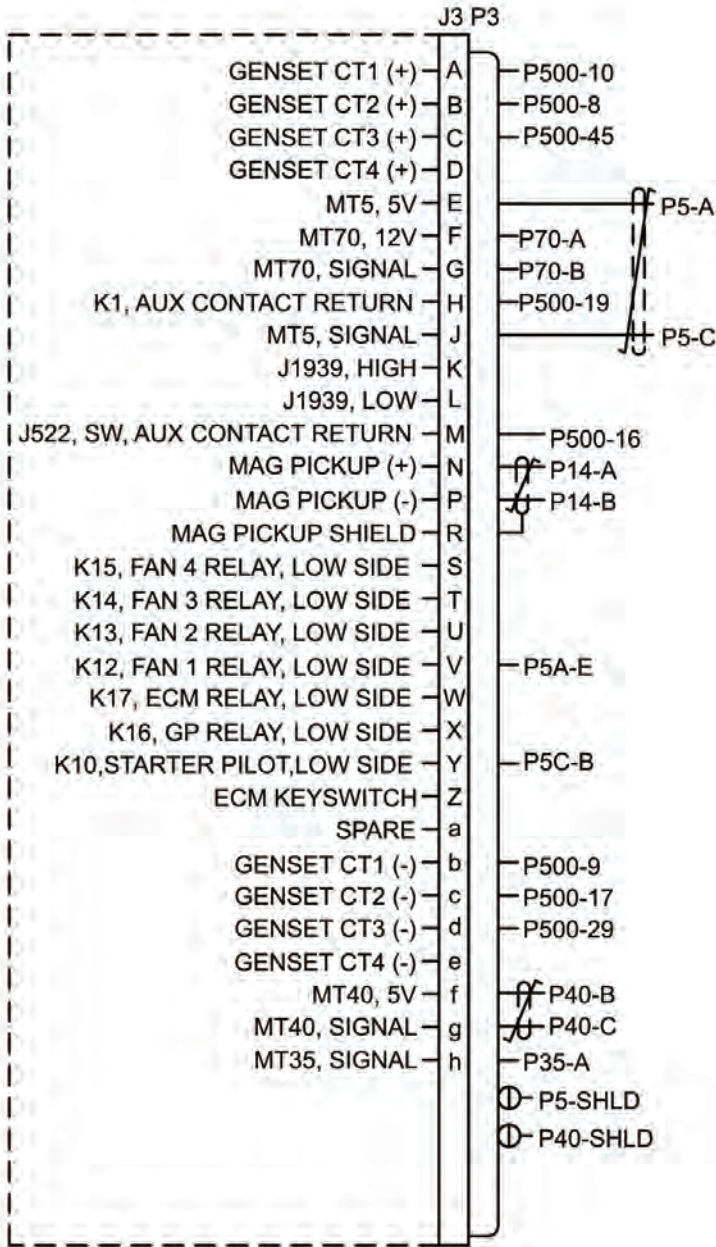
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LOGISTICS CENTER (NFELC)
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Army Distribution: To be distributed IAW the Initial Distribution Number (IDN) 257871 requirements for TM 9-6115-750-24&P.

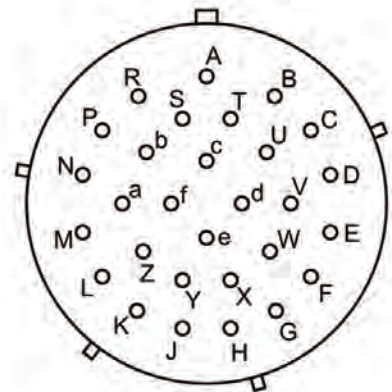
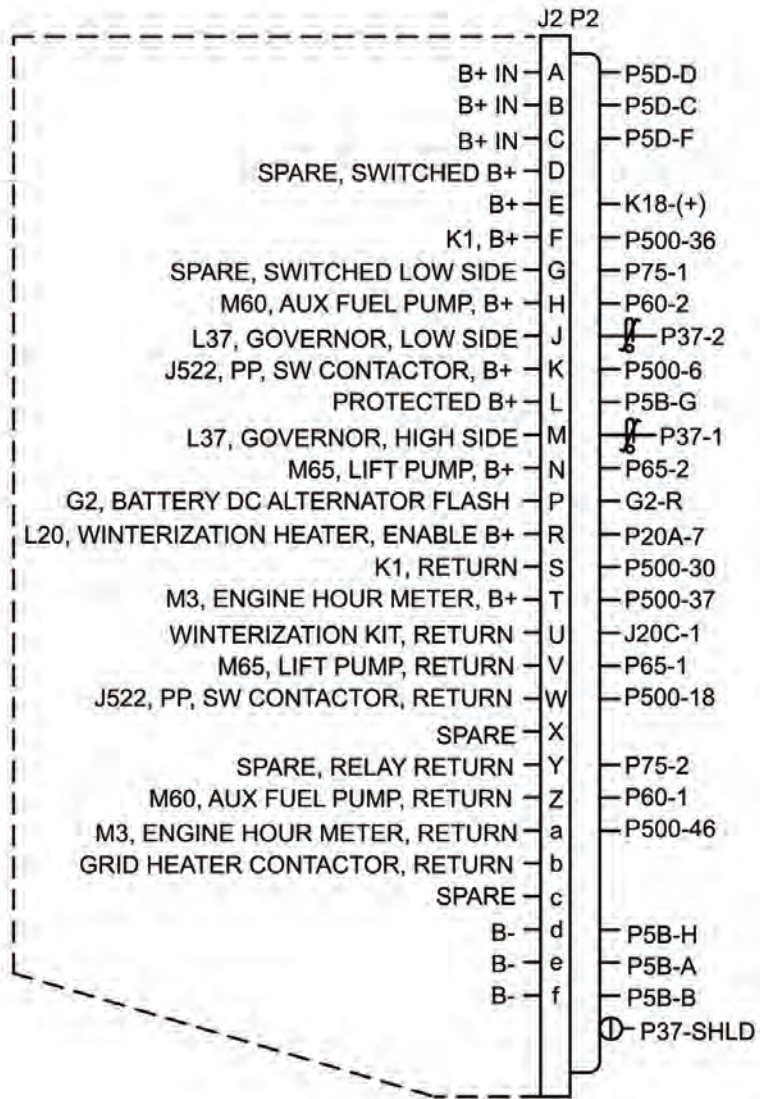
Marine Corps Distribution: To be distributed IAW PCN 184 117832 00.



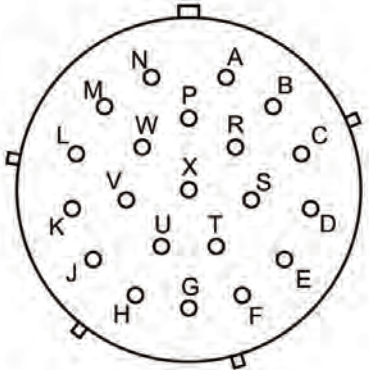
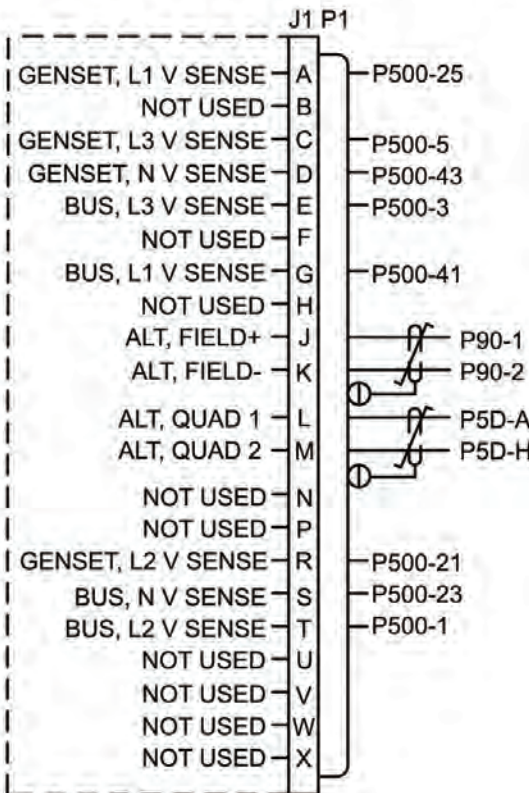




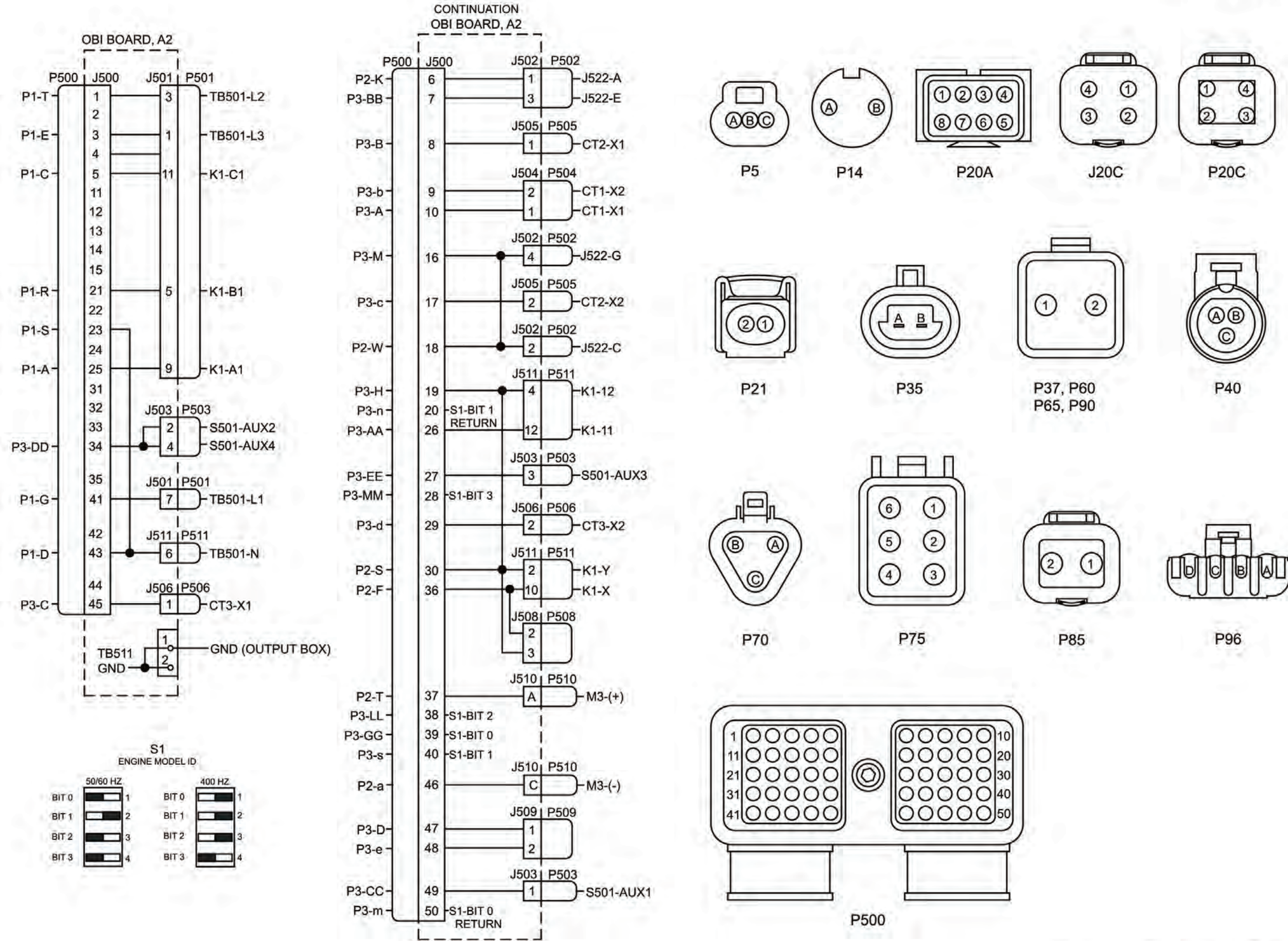
P3
PIN ARRANGEMENT



P2
PIN ARRANGEMENT



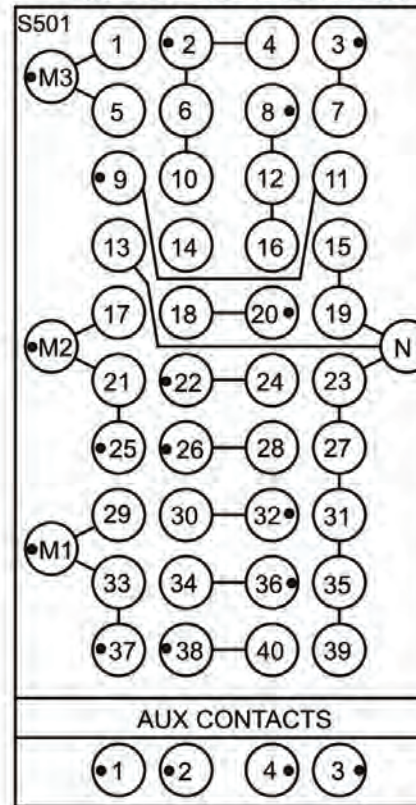
P1
PIN ARRANGEMENT



LEGEND

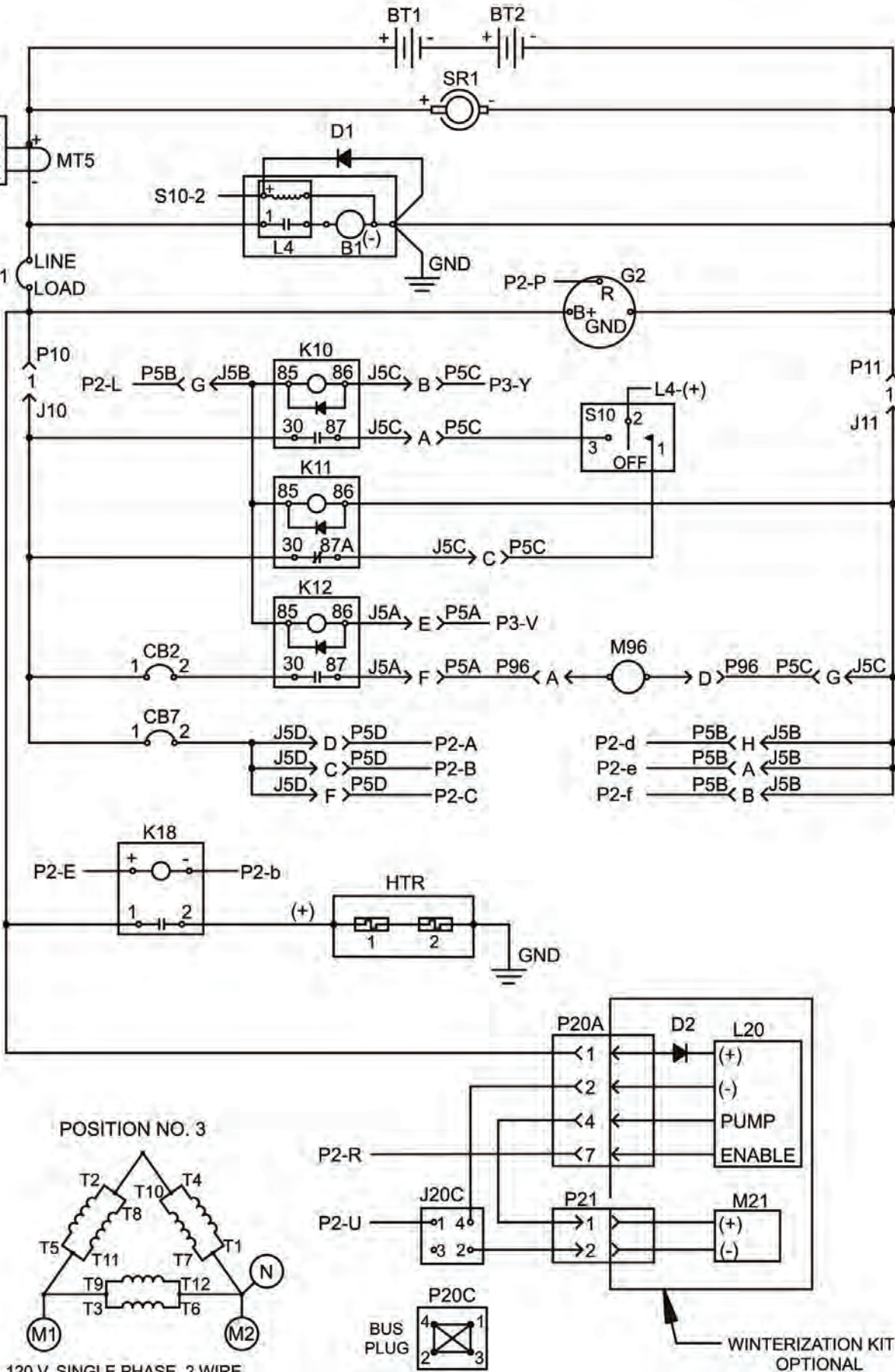
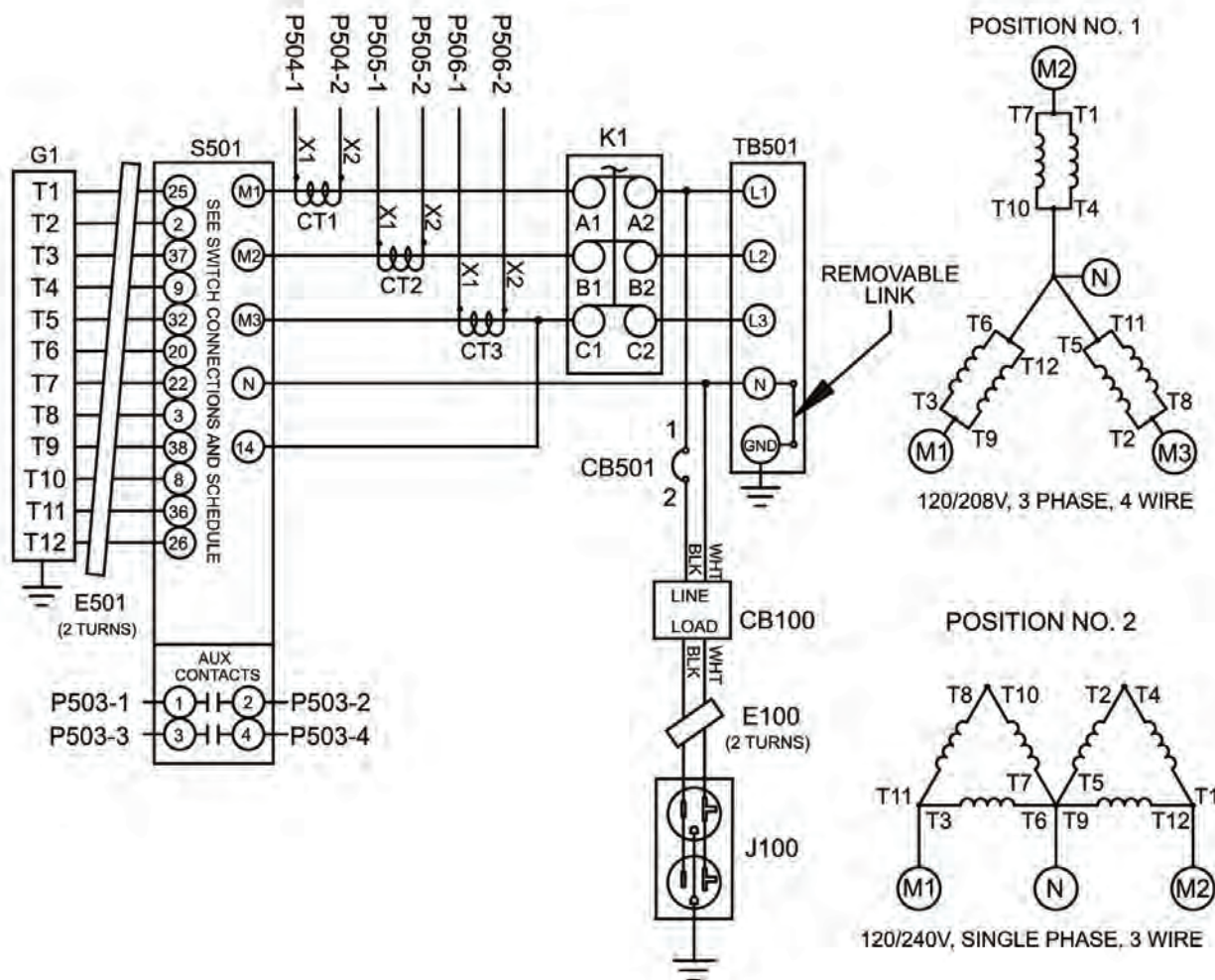
A1	GENSET CONTROLLER/DISPLAY	J503	RECEPTACLE VOLTAGE SELECT SWITCH	P10	PLUG (GRAY) B+
A2	OUTPUT BOX INTERFACE BOARD	J504	RECEPTACLE CT1	P11	PLUG (BLACK) B-
B1	STARTER MOTOR	J505	RECEPTACLE CT2	P14	PLUG MPU
BT1	BATTERY 12V	J506	RECEPTACLE CT3	P20A	PLUG WINTERIZATION HEATER
BT2	BATTERY 12V	J508	RECEPTACLE AC RELAY (NOT USED)	P20C	PLUG WINTERIZATION KIT BUS
CB2	CIRCUIT BREAKER COOLING FAN 1	J509	RECEPTACLE CT4 (NOT USED)	P21	PLUG FUEL METERING PUMP
CB3	CIRCUIT BREAKER (NOT USED)	J510	RECEPTACLE HOUR METER	P35	PLUG COOLANT TEMP SENSOR
CB4	CIRCUIT BREAKER (NOT USED)	J511	RECEPTACLE CONTACTOR CONTROL	P37	PLUG GOVERNOR ACTUATOR
CB5	CIRCUIT BREAKER (NOT USED)	J522	RECEPTACLE PP SW BOX CONTROL	P40	PLUG OIL PRESSURE SENDER
CB6	CIRCUIT BREAKER (NOT USED)	K1	AC MAIN CONTACTOR	P60	PLUG AUX FUEL PUMP
CB7	CIRCUIT BREAKER CONTROL PNL	K10	RELAY STARTER PILOT	P65	PLUG LIFT FUEL PUMP
CB10	CIRCUIT BREAKER ALTERNATOR QUAD	K11	RELAY CRANK PILOT	P70	PLUG FUEL LEVEL SENSOR
CB11	CIRCUIT BREAKER ALTERNATOR QUAD	K12	RELAY COOLING FAN 1	P75	PLUG SPARES
CB100	INTERRUPTER GFCI	K13	RELAY (NOT USED)	P85	PLUG QUAD WINDING
CB201	CIRCUIT BREAKER MAIN DC	K14	RELAY (NOT USED)	P90	PLUG FIELD WINDING
CB501	CIRCUIT BREAKER RECEPTACLE AC	K15	RELAY (NOT USED)	P96	PLUG COOLING FAN 1
CT1	CURRENT TRANSFORMER	K16	RELAY (NOT USED)	P500	PLUG OBI
CT2	CURRENT TRANSFORMER	K17	RELAY (NOT USED)	P501	PLUG CONTACTOR
CT3	CURRENT TRANSFORMER	K18	RELAY HEATER	P502	PLUG SW BOX CONTROL
D1	DIODE L4 COIL	L1	OUTPUT TERMINAL	P503	PLUG VOLTAGE SELECT SWITCH
D2	DIODE WINTERIZATION HEATER	L2	OUTPUT TERMINAL	P504	PLUG CT1
E100	FERRITE EMI FILTER GFCI	L3	OUTPUT TERMINAL	P505	PLUG CT2
E501	FERRITE EMI FILTER AC GENERATOR	L4	STARTER SOLENOID	P506	PLUG CT3
F1/2	FIELD WINDING	L20	WINTERIZATION HEATER	P510	PLUG HOUR METER
G1	AC GENERATOR	L37	GOVERNOR ACTUATOR	P511	PLUG CONTACTOR CONTROL
G2	BATTERY CHARGING ALTERNATOR	M3	HOUR METER	Q1/2	QUAD WINDING
GND	GROUND	M21	FUEL METERING PUMP	RP201	RELAY PANEL
HTR	ENGINE HEATER	M60	FUEL PUMP AUXILIARY	S1	SWITCH ENGINE ID
J1	RECEPTACLE CONTROL BOX AC SENSE	M65	FUEL PUMP LIFT	S10	DEAD CRANK SWITCH
J2	RECEPTACLE CONTROL BOX DC POWER	M96	COOLING FAN 1	S501	VOLTAGE RECONNECTION SWITCH
J3	RECEPTACLE CONTROL BOX DC SIGNAL	MPU	MAGNETIC PICKUP	SR1	NATO SLAVE RECEPTACLE
J5A	RECEPTACLE (BLACK) RELAY PANEL	MT5	BATTERY CURRENT SENSOR	TB501	OUTPUT LOAD TERMINAL BOARD
J5B	RECEPTACLE (GRAY) RELAY PANEL	MT35	COOLANT TEMPERATURE SENSOR	TB511	OBI BOARD GROUND
J5C	RECEPTACLE (BLUE) RELAY PANEL	MT40	OIL PRESSURE SENDER		
J5D	RECEPTACLE (GREEN) RELAY PANEL	MT70	FUEL LEVEL SENSOR		
J10	RECEPTACLE (GRAY) B+	N	NEUTRAL		
J11	RECEPTACLE (BLACK) B-	P1	PLUG CONTROL BOX AC SENSE		
J20C	RECEPTACLE WINTERIZATION KIT BUS	P2	PLUG CONTROL BOX DC POWER		
J85	RECEPTACLE QUAD WINDING	P3	PLUG CONTROL BOX DC SIGNAL		
J90	RECEPTACLE FIELD WINDING	P5	PLUG BATTERY CURRENT SENSOR		
J100	CONVENIENCE RECEPTACLE	P5A	PLUG (BLACK) RELAY PANEL		
J500	RECEPTACLE OBI	P5B	PLUG (GRAY) RELAY PANEL		
J501	RECEPTACLE CONTACTOR	P5C	PLUG (BLUE) RELAY PANEL		
J502	RECEPTACLE SW BOX CONTROL	P5D	PLUG (GREEN) RELAY PANEL		

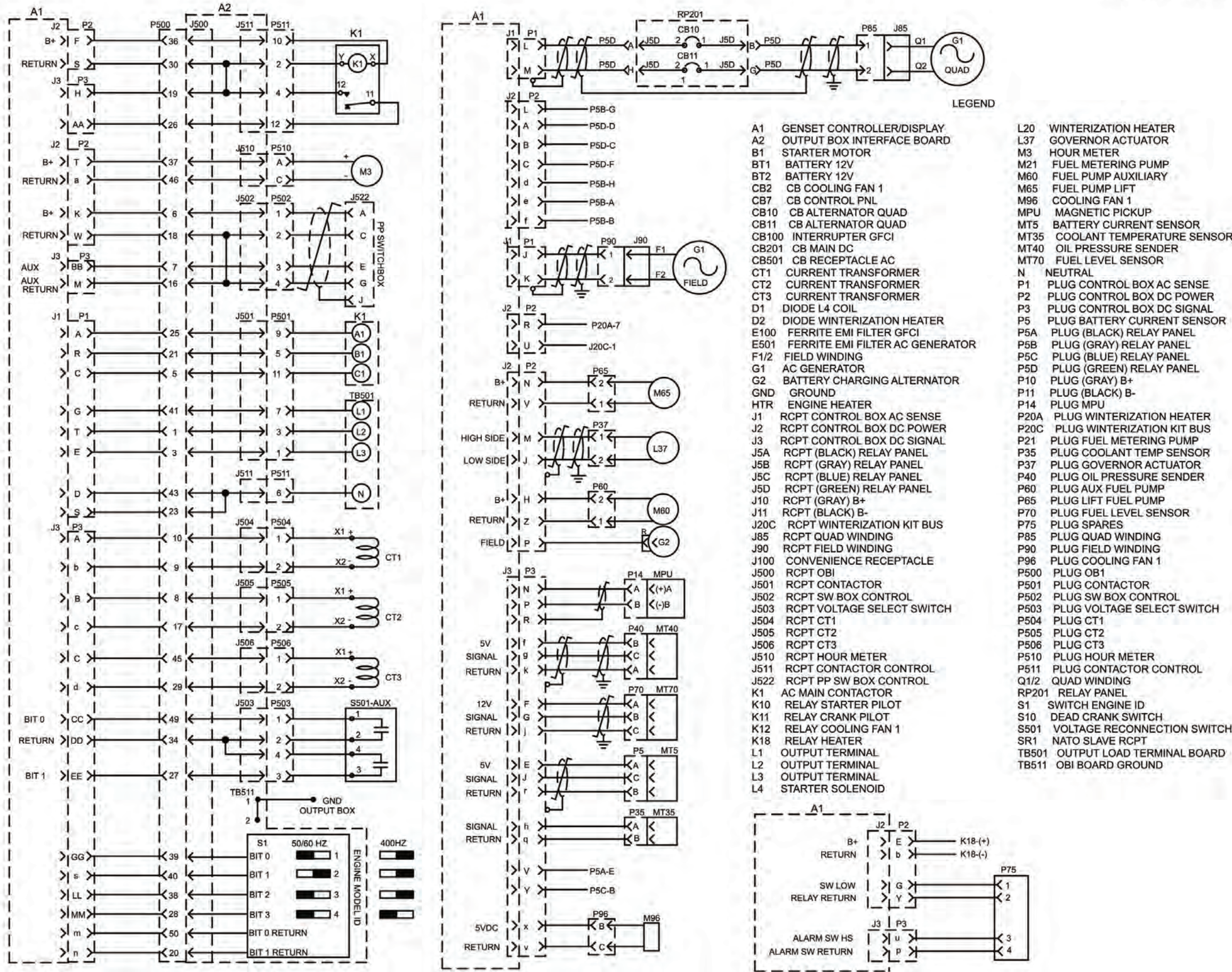
SWITCH CONNECTIONS



SWITCH SCHEDULE

S501				T40				120 V	1 PHASE	120/240 V	1 PHASE	120/208 V	3 PHASE
DECK		CONTACTS HANDLE END			POSITIONS								
		1	2		3								
1	M3	1	1-2-10	T2	X								
	T8	3	1-4-10		X			X					
2	M3	5	1-6-10	T10	X								
	7	1-8-10					X	X					
3	T4	9	1-10-10					X	X				
	11	1-12-10			X			X					
4	N	13	1-14-10					X	X		X		
	N	15	1-16-10		X								
5	M2	17	1-18-10	T6	X		X	X			X		
	N	19	1-20-10		X	X	X	X					
6	M2	21	1-22-10	T7	X			X			X		
	N	23	1-24-10				X	X			X		
7	T1	25	1-26-10	T12			X	X		X	X		
	N	27	1-28-10		X								
8	M1	29	1-30-10	T5	X	X					X		
	N	31	1-32-10		X	X							
9	M1	33	1-34-10	T11	X			X		X	X		
	N	35	1-36-10		X								
10	T3	37	1-38-10	T9	X						X		
	N	39	1-40-10				X						
T12 AUX CONTACTS													
1		1	1-2-10								X		
		3	1-4-10					X	X				





THE METRIC SYSTEM AND EQUIVALENTS

LINEAR MEASURE

1 Centimeter = 10 Millimeters = 0.01 Meters = 0.3937 Inches
 1 Meter = 100 Centimeters = 1000 Millimeters = 39.37 Inches
 1 Kilometer = 1000 Meters = 0.621 Miles

WEIGHTS

1 Gram = 0.001 Kilograms = 1000 Milligrams = 0.035 Ounces
 1 Kilogram = 1000 Grams = 2.2 Lb.
 1 Metric Ton = 1000 Kilograms = 1 Megagram = 1.1 Short Tons

LIQUID MEASURE

1 Milliliter = 0.001 Liters = 0.0338 Fluid Ounces
 1 Liter = 1000 Milliliters = 33.82 Fluid Ounces

SQUARE MEASURE

1 Sq. Centimeter = 100 Sq. Millimeters = 0.155 Sq. Inches
 1 Sq. Meter = 10,000 Sq. Centimeters = 10.76 Sq. Feet
 1 Sq. Kilometer = 1,000 Sq. Meters = 0.386 Sq. Miles

CUBIC MEASURE

1 Cu. Centimeter = 1000 Cu. Millimeters = 0.06 Cu. Inches
 1 Cu. Meter = 1,000,000 Cu. Centimeters = 35.31 Cu. Feet

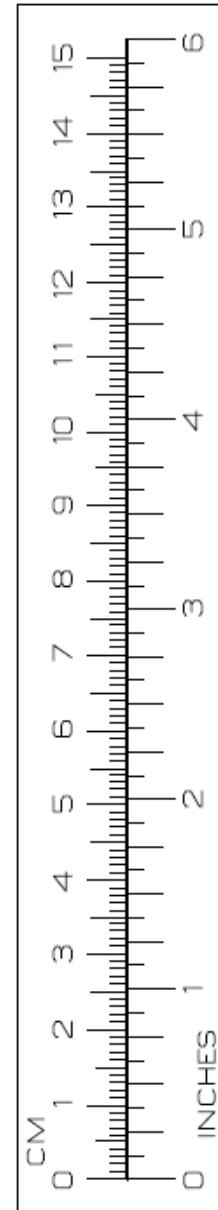
TEMPERATURE

$5/9 (^{\circ}\text{F} - 32) = ^{\circ}\text{C}$
 212° Fahrenheit is equivalent to 100° Celsius
 90° Fahrenheit is equivalent to 32.2° Celsius
 32° Fahrenheit is equivalent to 0° Celsius
 $9/5 (^{\circ}\text{C} + 32) = ^{\circ}\text{F}$

APPROXIMATE CONVERSION FACTORS

TO CHANGE	TO	MULTIPLY BY
Inches	Centimeters	2.540
Feet	Meters	0.305
Yards	Meters	0.914
Miles	Kilometers	1.609
Square Inches	Square Centimeters	6.451
Square Feet.....	Square Meters.....	0.093
Square Yards.....	Square Meters.....	0.836
Square Miles.....	Square Kilometers.....	2.590
Acres	Square Hectometers	0.405
Cubic Feet	Cubic Meters	0.028
Cubic Yards	Cubic Meters	0.765
Fluid Ounces	Milliliters.....	29.573
Pints.....	Liters.....	0.473
Quarts.....	Liters.....	0.946
Gallons	Liters.....	3.785
Ounces	Grams.....	28.349
Pounds	Kilograms	0.454
Short Tons	Metric Tons	0.907
Pound-Feet.....	Newton-Meters	1.356
Pounds per Square Inch.....	Kilopascals	6.895
Miles per Gallon.....	Kilometers per Liter	0.425
Miles per Hour	Kilometers per Hour	1.609

TO CHANGE	TO	MULTIPLY BY
Centimeters	Inches.....	0.394
Meters.....	Feet	3.280
Meters.....	Yards	1.094
Kilometers.....	Miles	0.621
Square Centimeters.....	Square Inches	0.155
Square Meters	Square Feet.....	10.764
Square Meters	Square Yards	1.196
Square Kilometers	Square Miles	0.386
Square Hectometers.....	Acres	2.471
Cubic Meters	Cubic Feet.....	35.315
Cubic Meters	Cubic Yards.....	1.308
Milliliters.....	Fluid Ounces	0.034
Liters.....	Pints.....	2.113
Liters.....	Quarts.....	1.057
Liters.....	Gallons	0.264
Grams.....	Ounces	0.035
Kilograms.....	Pounds	2.205
Metric Tons.....	Short Tons.....	1.102
Newton-Meters	Pound-Feet.....	0.738
Kilopascals	Pounds per Square Inch.....	0.145
Kilometers per Liter	Miles per Gallon	2.354
Kilometers per Hour.....	Miles per Hour	0.621



PIN: 086805-000